

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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BALTIMORE, AUGUST 30, 1895.

An effort is being made to hold a convention of people interested in Southern gold-mining properties at Atlanta on October 1. It is reported that quite a number of owners of Southern mineral properties and others interested in gold matters will attend.

Mr. B. W. WRENN, passenger traffic manager of the Plant system, in a letter to the MANUFACTURERS' RECORD says:

The Southern railroads cannot appreciate too much the efforts of your publications. They have done and are doing great good for the South. I wish you every possible success and promise you our earnest co-operation in your efforts.

W. E. JUSTICK sold a tract of land yesterday containing about 200 acres in Logan county for \$5000. Only a few months ago this same land could have been had for a cur dog and flint-rock rifle. This is the fruits of the contemplated railroad up Guyan river.—Huntington (W. Va.) Times.

If this is the result of a contemplated road, what will be the outcome of a completed one?

It would be difficult to exaggerate the value of "The Mineral Industry, Its Statistics, Technology and Trade" for 1894, edited by R. P. Rothwell and published by the Scientific Publishing Co., New York. This work is the outgrowth of the statistics formerly presented every year in the Engineering and Mining Journal, of which Mr. Rothwell is the editor. It covers the world's mineral interests, and for everyone in any way interested in the mineral affairs, whether as producer, consumer, handler or investor, is invaluable.

THE American Institute of Mining Engineers will hold its next meeting in Atlanta, commencing with October 8. This and the Atlanta October meeting of the New England Cotton Manufacturers' Association will be two of the most important gatherings which could possibly be held in the South. One will represent everything relating to the vast mineral interests of the country, and the other everything that pertains to cotton manufacturing—the two great foundations on which the general industrial development to the South is so largely staked.

## Developing the South's Foreign Trade.

One of the noticeable signs of the times is the rapid expansion of steamship service between Southern ports and Europe. A few years ago, when the MANUFACTURERS' RECORD commenced its persistent advocacy for direct lines of steamers between Southern and European ports, there was no regular line of foreign steamers from any Southern port between Baltimore and New Orleans. Now Newport News, Norfolk and Port Royal are running regular steamship lines to Europe, and within the last few days a number of important announcements have been made regarding additional service from Southern ports. The Hamburg-American Steamship Co. will run a monthly steamer, commencing early in October, between Norfolk and Hamburg, with the intention of increasing the number of boats as rapidly as trade may justify. The Louisville & Nashville Railroad Co. has completed arrangements for running a line of steamships between Pensacola and Liverpool, thus opening up direct service from that point to foreign ports. The new line of steamers between New Orleans and Colon, in connection with the Panama Railroad, is reported as about to begin operations. The Texas Transport & Terminal Co. has been organized by American and foreign people with a view to running regular steamers from Galveston to a number of foreign ports. This company proposes to establish direct lines of steamships between Texas and Manchester, England, and several other foreign ports.

These are but the signs of the times, indicating how rapidly the foreign trade of Southern ports is developing.

## Wake Up.

Mr. L. B. Whatley, of Los Angeles, Cal., in a letter to the MANUFACTURERS' RECORD says:

There are many inquiries here regarding the Southern States, but all is as silent as the grave from that quarter so far as advertising is concerned. I am much interested in the development of the South and regret to see so much being lost by not advertising. I expect to leave here September 1 in company with some gentlemen for Washington, D. C., where we expect to formulate plans for locating an agricultural, horticultural and manufacturing colony at some suitable place in the South, and it is our purpose to carry many people from the Pacific coast States. It is a most excellent field if properly worked in the interest of the South.

The great trouble is that Southern railroads, with a few exceptions, do not begin to measure up to the magnitude of the work which they ought to do in behalf of Southern immigration. The Illinois Central probably leads in securing new industries, the Seaboard Air Line in the vigor of broad minded work for development, and the Plant system is beginning very active work, but many others are falling far behind as compared with what they should do. Wake up!

In this connection the following letter from J. B. Killebrew, immigration agent Nashville, Chattanooga & St. Louis Railway, will be of interest:

I heartily sympathize with the editorial in the MANUFACTURERS' RECORD of August 16 as to the ignorance of many agents of Southern railroads about the South. It is a most astonishing fact, but nevertheless it is true, that a large portion of the agents representing the Southern railroads in the North are either totally ignorant of the country through which their lines run or entirely indifferent as to the building up or the prosperity of the country traversed by their own roads.

I wish this condition of things could be changed, for those of us who are trying to create an interest throughout the North in favor of the South find such persons a great drawback. The fact is, with a few exceptions, the railroads in the South will also have to be educated up to the value of a man. If Tennessee were to raise 5000 mules every year at a cost, say, of \$50 each, and give these mules to some planters in Texas, it would not be acting so foolishly as it does now in sending every year out of the State more than 5000 men, each costing the State more than \$1000 to feed, clothe and educate up to the working age.

Such facts as these will have to be drummed into the heads of a great many railroad officials in the South. Many of them have no idea of political economy, or of those agencies by which great cities are built up.

Few men have studied the South and the immigration question more thoroughly than Mr. Killebrew. What he says about Tennessee sending away 5000 men every year who have cost to raise to the working age an aggregate of \$5,000,000, and the failure of the railroads and the people of the South to comprehend the situation and to meet it, should receive careful consideration. There are some broad-minded men in the management of Southern railroad affairs, but we need more—men who can see beyond the narrow confines of their own little circle, and who can do something besides idle talk in the great work of Southern advancement—the greatest and most far-reaching work of the closing years of the nineteenth century.

## Will Values Advance?

A writer in the London Statist, in an elaborate discussion of the question of prices, takes the ground that the conditions are gradually ripening for a general world wide advance in values. He says:

Events are shaping themselves now for the rise. Indeed, if Congress could be induced to adopt a wise currency policy in the United States there would be a rise in prices almost immediately. We need but a settlement in the United States to see such an outburst of activity as has not been witnessed for a long time. A real settlement in the United States would mean an immense investment of British capital in that country and a general rise in prices. Australia is not as important as the United States economically, because it has only about 4,000,000 people, and therefore cannot give employment to anything like the same amount of capital. But a settlement in Australia would also mean an immense improvement in trade. If, for instance, four or five of the reconstructed banks and most of the reconstructed companies were wound up and the rest were amalgamated, there would very soon be a recovery in the Colonies. The rise in prices, then, is waiting only for a general revival of credit, and that is checked for the time being mainly by the currency disorder in the United States. If the American people could only be convinced that it is their legislators who are standing in the way, the rise in prices about which there is so much incredulity would very soon be translated into an actual fact.

## Less Cotton, More Corn.

Hon. Hector D. Lane, president of the Cotton Growers' Association and commissioner of agriculture for Alabama, has recently been examining the cotton crop in the Southwest and summarizes as follows: The crop is three weeks behind last season. Texas will have less than 65 per cent. of last year's crop, although the acreage planted is but 25 per cent. less. If the dry weather continues he thinks but 50 per cent. of last year's figures will be reached. Alabama will yield 30 per cent. less than in 1894, while the crop will be considerably less in Arkansas.

But what especially impressed Mr. Lane was the great grain crop.

"In every State I visited," he says, "I found the corn crop splendid and the acreage simply immense. It is my belief that five cents per pound for cotton for last year's crop was the incentive that induced people to plant such an enormous acreage in grain, thus laying the foundation for future independence. You will find that the farmer from now on will not be a helpless dependent, as I found in Texas that there will be difficulty in finding shelter for grain crops which will be made there this year."

Mr. WILLIAM E. ASHLEY, superintendent of the North Carolina Car Co., in a letter to the MANUFACTURERS' RECORD says:

I agree entirely with a gentleman whom I met in Weldon a day or two ago, who said that the Baltimore MANUFACTURERS' RECORD is doing more to help the industrial development in this country than any other five publications that he knew of.

Mr. EDWARD ATKINSON points out in this issue the pressing need for better cotton-ginning. He sees in the cylindrical-baling methods now being introduced the promise of one great step in the improvement of cotton-handling from the field to the mill, but this is only the beginning of a much needed revolution which would greatly add to the profits of the cotton-raiser.

AN American canal, under American control, has been the persistent demand of the MANUFACTURERS' RECORD for the Nicaraguan Canal. Every interest of our country demands the construction of this great waterway, and equally demands its control by this country. The St. James Gazette has recently created something of a sensation by predicting a "crisis" unless England be permitted to share with the United States in the control of this canal. This the MANUFACTURERS' RECORD is sure will never be granted. In this issue of the MANUFACTURERS' RECORD Hon. Chauncey F. Black replies to the St. James Gazette and presents the American side of the case.

## The Production of Wealth and Distribution of Money.

In commenting upon some statistics recently published in the *MANUFACTURERS' RECORD*, pointing out the need of industrial development in the South and the vast room for expansion, the New Orleans Picayune says:

The solution of the entire problem of general prosperity and the distribution of wealth is in the employment of labor. The greater the number of people employed the greater the distribution of money, and by consequence the more general the prosperity.

But in order to give employment to a great number of people there must be corresponding industrial establishments; in a word, manufactures. The South possesses every possible material and every desired condition so far as natural endowment is concerned, but it is woefully lacking in industries. The South has abundance of iron, coal, timber and all the cotton in the country. It is able to supply every description of provisions for a vastly larger population than inhabits the country, and there is every reason that the people should manufacture into every article of use the material they produce in such profusion.

But they do not. The Southern people content themselves with turning out crude products and in furnishing them to the manufacturers of other States and countries. The Baltimore *MANUFACTURERS' RECORD*, a journal which is doing an admirable work in behalf of the industrial development of the resources of the South, remarking upon the necessity for a great number of manufacturing industries for this section, makes some striking comparisons of the manufacturing operations of some of the Northern and others of the Southern States. These differences are illustrated by figures from the census of 1890:

States.	No establishments.	No employees.
Mass., R. I. and Conn. ....	37,122	721,097
N. C., S. C. and Georgia ...	10,334	117,259

States.	Wages.	Value of products.
Mass., R. I. and Conn. ....	\$351,589,035	\$1,278,997,392
N. C., S. C. and Ga. ....	31,733,715	141,319,151

The three New England States, with an aggregate of 3,300,000 population, employ in manufacturing six times as many workpeople and pay them more than ten times the wages that are employed and earned in the three Southern States, which have an aggregate of 4,500,000 population, while the value of the manufactures is nearly ten times as great. This means an enormous superiority in the creation of wealth for the New England States, which actually produce nothing of the material they manufacture, but draw it all from other States and countries, and largely from the Southern States. The vast difference in the accumulation of wealth is seen in the difference in the deposits in saving banks. The following are figures for 1892-93:

States.	No. of depositors.	Amount of deposits.
Mass., R. I. and Conn. ....	1,663,489	\$93,613,580
N. C., S. C. and Ga. ....	39,028	7,219,130

From this it is seen that the workpeople of the three New England States have in bank nearly 100 times as much money as have those of the three Southern States, proving what the Picayune has so long contended—that the producers of crude material, no matter how necessary are merely the hewers of wood and drawers of water in the industrial world. The real creators of the greatest wealth are those who fabricate the rough products into various articles of consumption, both necessities and luxuries.

The matter for many lectures on political economy is contained in these facts. The Southern people should think upon them most seriously.

THE road congress to be held at Atlanta on October 17, 18 and 19 promises to be one of the most valuable features of the exposition. It will exert a great influence in favor of better roads in the South. Many Northern advocates of good roads will argue in their behalf, while North Carolina representatives will doubtless be present to show how modern-built highways have helped the farmers and business men in that State. Secretary Morton, of the Agricultural Department at Washington, is taking a deep interest in the congress, and has issued an invitation to all interested in

good roads to meet in Atlanta at that time.

## They Want to Know About the South.

The constantly-increasing interest in the South, especially manifested in New York and New England, is indicated by the eagerness of the metropolitan press for opinions from representatives of Southern interests. Almost daily interviews appear in at least one of the papers with some railroad official, banker, merchant or manufacturer who is supposed to be informed upon the condition of the Southern States. The space devoted to the business interests of the South by Northern newspapers is many times greater than even two years ago. The fact is that the publication of these interviews is absolutely necessary, for the reason that the readers of the various papers are so desirous of knowing about the South. Some have investments beyond the Potomac; some have friends and relatives who have gone into this section to live; while many others regard it as a land of promise, and are closely watching it with a view of placing capital in some enterprise at an opportune moment.

THE Chicago Inter-Ocean, commenting on the closer business relations which are being developed between that city and the South, says:

But the most pleasant feature of the prospect is the intermingling of interests of which it gives promise. The Chicago man will be a partner of the Alabama man; they will meet as friends; the Chicago man will spend much of his time in Alabama; the Alabama man will be a frequent visitor to Chicago. Their sons and daughters will intermarry. The Northern farmer will buy Southern land for his younger sons; the Southern mechanic will spend years in learning the ways of Northern shops; the Northern artisan will be tempted southward. The people will get to know each other, and when they know each other they will like each other. The words "Northern" and "Southern" will have geographical significance only. The Union will be as complete in sentiment as it is in law.

## Alabama Iron for Pennsylvania.

[Special Dispatch *MANUFACTURERS' RECORD*.] BIRMINGHAM, ALA., August 29.

The Tennessee Coal, Iron & Railroad Co. yesterday booked an order from the Carnegie Iron & Steel Co., of Pittsburgh, for 25,000 tons of low silicon or basic iron, manufactured at the Alice furnaces in this city. This order was the result of a series of experiments which have proved incontrovertibly that the common red ore abounding in endless quantities in Alabama can be easily made into basic iron suitable for conversion into steel, as detailed in the *MANUFACTURERS' RECORD* last week.

The discovery will have an important influence toward the manufacture of steel in the Birmingham district. Eugene F. Enslen, of Birmingham, is now figuring with Chicago capitalists for the erection of a steel mill here, the experiments of the Tennessee Coal, Iron & Railroad Co. having established its practicability.

THE *MANUFACTURERS' RECORD* recently announced the finding of a very large nugget of gold by Mr. Richard Eames, Jr., of the Crawford gold mine of North Carolina. A dispatch from Salisbury states that Mr. Eames has just brought in fifteen or twenty pounds of gold, most of which was in nuggets. One of these weighed ten pounds and sixteen pennyweights; another weighed two pounds, and the others were all small.

MESSRS. JOHN BARKLEY & CO., of New Orleans, recently purchased in one lot 17,500 barrels of sugar from J. W. Barnett. The price was about \$200,000.

# AN AMERICAN CANAL.

Hon. Chauncey F. Black Replies to the St. James Gazette's Demand for British Partnership in the Nicaraguan Canal.

YORK, August 23

Editor *Manufacturers' Record*:

I beg to acknowledge yours of the 22d, enclosing London despatch of the 21st, containing extracts from an article in the St. James Gazette, discussing what it describes as a "crisis" in the relations between the United States and Great Britain, arising out of the proposition to cut the Nicaragua Canal as an American enterprise.

I cannot imagine that my views upon the subject can be regarded as of any importance by your readers, but since you ask for them I cheerfully give them.

If there ever was any "crisis," or any occasion for one, it has passed long ago. The British government has seen the growth of irresistible public sentiment in this country in favor of the canal as an exclusively American affair. It has seen Congress establish a purely American corporation to undertake it. It has seen bill after bill brought into Congress to lend to it the credit of the United States. It has seen our government authorize surveys, appoint commissions and take other steps looking necessarily to the exclusive control of the canal, which were notorious throughout the world, were un concealed and open and could not be misinterpreted. To none or any of these has she offered any objection or entered any protest. She is, therefore, by every principle of equity and every canon of honest diplomacy precluded from objection or protest now that after these many years the American mind has become resolved, the American government largely committed, American capital extensively expended and the work is, one way or another, either with or without government credit, about to be put under way. It is impossible that the article in the St. James Gazette can have had any official inspiration, or that it reflects a view likely to be entertained by the present or any future English ministry. A rude insistence by that government upon an equal participation with the United States in the benefits, military and commercial, of this purely American canal would produce a very serious and dangerous situation—a situation injurious to both countries and threatening to the best interests of the civilized world.

The Clayton-Bulwer treaty is a dead instrument. It was never fairly alive. It was negotiated by a whig administration, and was regarded from the first as a foolish and indefensible surrender of American interests. It has been continuously condemned and disregarded by both parties to it. The English have paid no attention to it when they choose to colonize in violation of its provisions, or otherwise to set it aside. From the day it was signed to this hour it has bound nobody and affected nothing. Neither the United States nor Nicaragua nor Costa Rica nor any other party, private or public, having any real concern in the Nicaragua Canal has ever considered the Clayton-Bulwer treaty one way or the other. If Great Britain had understood herself as being entitled in virtue of this originally lifeless and now obsolete treaty to demand an equal participation with us in the canal, her time to say so was when the first of the several treaties was negotiated with Nicaragua and Costa Rica, or, at farthest, when the United States incorporated an American company to build it, entertained in Congress a proposition to endorse the bonds of the company, passed such a bill by an overwhelming majority in the Senate, and finally sent a government commission to determine the feasibility of the route, with the manifest intention of yielding to the almost unanimous public sentiment of the

country and putting the work under immediate construction.

That we are under no restraint whatever from the Clayton-Bulwer treaty has been the consistent view of the American government from first to last. From Buchanan, Cass and Marcy to Freylinghuysen and Blaine the State Department has held an even course. No party in the United States could yield this position to any pressure of any kind from Great Britain to avoid a "crisis" or even war without an utter sacrifice of its claims to popular confidence. Great Britain can have no share with us in this American canal. It is hardly supposable that she would ever ask it. A half century has passed since that absurd treaty was signed, which, if interpreted and enforced as suggested by the St. James Gazette, would bind the arms of the great American republic in some of the most vital concerns of the Western hemisphere. Not only the conditions prevailing in this country and in the whole Western world, but in all the world besides, have changed during that time. Then a comparatively weak agricultural people, we could hardly be said to be competing with the English with manufactures of any sort in the South American markets, or prepared to meet them even with the exclusive facilities of this canal in the markets of the Orient. Since then we have become their great rivals. Our manufactures demand new markets, and, as recent events have amply shown, not only the South and Central Americas, but something like a thousand millions of Asiatics, to whom we can go most conveniently by this route, are waiting to trade with us or with the English, as circumstances may determine. We have, therefore, a right to insist that this American canal shall be under American control—that of the United States, Nicaragua and Costa Rica—and that while we do not propose the barbarity of excluding the peaceful commerce of any nation, we do propose that there shall be no possibility of any European nation excluding ours.

But the military view of the matter is even more impressive. Since the signing of the treaty our Pacific States have grown into an empire, threatened only by the naval and military armaments of that country, which, according to the St. James Gazette, insists upon an equal possession with us in this American canal. With the canal the efficiency of our fleets, passing rapidly between the two oceans, would be more than doubled as against the fleets of any other power. Shall we share this advantage with Great Britain, whose naval and military posts bristle in peculiar menace to us in the Caribbean sea, along the Canadian frontier and on the North Pacific? In this view of the case alone it seems to me that no expenditure of money would be too great for the American people to make in order to secure this enormous naval and military advantage which naturally and justly belongs to us.

No one, of course, is able to forecast the report of the American government engineers, who have, under an act of Congress and by direction of the President, recently examined the route of the Nicaragua Canal; nor can anyone say what recommendation the President will make to Congress in the transmission of the report. But it is greatly to be hoped that, if the report sustains the previous reports of the American canal company's engineers, he will officially advise Congress and the people of the immense importance not merely to our manufactures and commerce, but to the national dignity and possibly to our ultimate defense, of



some immediate and decisive action which will leave the St. James Gazette in no doubt of the fixed purpose of the American people. The appointment of the commission under act of Congress was in itself sufficient notice of the national intention in the premises.

Of course, the pretensions set up by the St. James Gazette are its own. The British government has as yet advanced none, and we are still free to believe that the enlightened statesmen of that country, who have as yet offered us no half partnership in her Suez Canal, or in British military, naval and coaling stations in the Western seas, will not attempt to force a British partnership in our American canal.

CHAUNCEY F. BLACK.

#### VIEWS OF MR. ATKINSON

##### Upon the Improvement of the Cotton Bale.

[Written for MANUFACTURERS' RECORD.]  
BOSTON, August 24.

The man who first conceived the idea of preparing a bale of cotton in cylindrical form by winding the lap under compression so as to remove a large part of the air which is entrapped and compressed in the ordinary bale, laid the foundation for a very far-reaching change in the most important process of the manufacture of cotton.

What we call manufacture, disregarding the etymology of the word, is that part of the work of producing a textile fabric from the field to and through the factory. The further these processes are removed from the manus or hand facture the more they become entitled in modern speech to be called manufactures. A friend of my father's claimed to have performed three impossibilities in the course of his life. One was sending ice to Calcutta, another was making grapes grow at Nahant, in Boston harbor, and the third I have forgotten. When the impossible machine for picking cotton from the plant is successfully applied the last element of hand work will have departed from the cotton fibre.

One may, however, affirm that all the processes now existing are bad. That verdict rests upon the investigations of Dr. F. H. Bowman, of Halifax, England, whose book upon the cotton fibre is the best yet issued. He proved that when he had torn the cotton fibre with the barbarous saw gin from the seed, compressed it in the crude press, then subjected it to metal beaters revolving at very high speed in opening and picking, subsequently to heavy compression over fluted rolls in the drawing process while drawing the fibres apart, teasing it with card-wire, finally weaving and bleaching, we had lost or sacrificed 75 per cent. of the initial strength of the cotton fibre itself.

I forget whether he compared this barbarous treatment by machinery to the true manu or hand facture of the "woven wind" of India, for which the yarn is prepared by a spinner sitting at the edge of a trench in the ground in the early dewy morning, drawing the fibres apart in a humid atmosphere with the lissome finger and then weaving upon a hand loom, by which process yarn of unrivaled elasticity and fabrics of equally unrivaled quality of their kind have long been made, the web of customary width being capable of passing through a finger ring.

In that 75 per cent. waste lies the greater part of the future margin of profit in the treatment of the cotton fibre. The greater part of that waste has been made in the barbarous treatment to which the cotton fibre has been subjected in the Southern cotton-field upon the saw gin, on the muddy banks of the rivers and in the compresses.

The man who invented the cylinder bale has opened the way to a profitable saving of a part of this waste which may lead to

results which now seem almost visionary and which will rival in their influence the saw gin itself. Had the forecast which the writer made in 1861 of the future of the cottonseed industry been then seriously considered by Southern planters, who were then too busy in other destructive processes to pay any attention to the waste of the cotton-field, it would have been deemed as visionary as this forecast now is, or as the forecast upon which the writer has ventured in respect to the peanut, predicting in the next thirty years as great a development in peanut oil and peanut meal as has come within the last thirty years on cottonseed oil and cottonseed meal.

The saw gin is unfit to be used upon a very large part of the best grades of cotton, and it injures every kind of cotton staple to which it is applied. Its merit lies in the quantity of product; the greater that quantity the greater the injury done to the staple. Egyptian cotton is never ginned upon a saw gin. That is one reason why Egyptian cotton is necessary for spinning what are called medium fine numbers in the production of useful goods of moderate price. Sea Island cotton having no place, except in certain extremely fine yarns and fabrics which are articles of luxury.

There can be no question that in many sections of this country the black-seed variety known as Egyptian cotton can be successfully grown, notably in the Rio Grande valley, along the coast and to some extent in the interior of Southern Texas; but of what use? If Egyptian cotton or any long-staple cotton is put through a saw gin it may become of less value than the short-staple cotton of even length. There is no other word to use than to say that the saw gin "chaws up" the longer staple cottons, renders the length of the fibre uneven and sometimes does more harm than good. Moreover, if the same rule applies to cotton that applies to many other plants, it is useless to grow two distinct varieties in proximity to each other. They will mix and produce a bastard grade which has the merit of neither of the originals.

It follows that the adoption of the cylinder bale, under the name of cotton-bale improvement, is only the first step, and a very short one at that, in the line of progress. There are now several roller gins about to be presented, notably at the Atlanta Exhibition, one or more of which may rival the saw gin in quantity in proportion to the price of equally effective machinery. If that proves to be the fact the next step in the improvement of cotton will be taken, slowly but surely—the death of the saw gin and the uprising of the roller gin.

The next step in this visionary treatment may be developed from the fact that there is no place in the whole course of the cotton fibre from the field to the loom where sand, leaf and other impurities which are not absolutely attached to the fibres may be removed so surely as on the way from the gin to the cylinder bale, raising the grade of the cotton two or three points when properly done and saving a large part of the bad and injurious treatment of the cotton in the opening and picker-room of the factory. All that goes without saying.

Now comes the most visionary forecast of all. The saw gin, the opener, the picker and the carding engine upset the cotton fibres, cross them at every angle, entangle them, whereas nature laid them somewhat straight, and the roller gin removes them in substantially parallel lines from the seed. All that upsetting, entangling and mixing requires continuous processes of drawing, doubling and drawing again in order to straighten them. A great deal of bad work is done in cleaning which must be undone in drawing and spinning. May it not be possible that the fibres drawn in substantially parallel lines from the roller gin may be cleaned on the way to the lap in the cylinder bale? May

it not be possible to do away with the upsetting and the injurious process of rapidly-revolving beaters, and to perfect the cleaning of the cotton in some other way without seriously impairing the parallel relation of the fibres each to the other so far as it exists? If that can be done, then the cotton will be delivered to the comb, which has displaced the carding engine in all the medium fine work, and it may be safely said that one-half at least of the injury which is now done to the cotton fibre between the field and the spinning-frame will be saved. Perhaps we may secure in the weaving a very much greater part of the initial strength of the fibres, thereby increasing the power and the effectiveness of the loom.

I submit these suggestions for what they are worth to the men whom I understand to be possessors of very large capital who are now making a beginning in the improvement of the cotton bale, a most essential, even if a short step, in the progress of the art of treating cotton.

EDWARD ATKINSON.

#### AN ATTRACTIVE REGION.

##### The Country Around Hampton Roads.

[Special Cor. MANUFACTURERS' RECORD.]

BOARD OF TRADE,  
HAMPTON, VA., August 24.

Nowhere on the Atlantic coast centres more of interest than about the shores of Hampton Roads, attractively christened in Capt. John Smith's diary as "Old Point Comfort" and "Newport's News." Between these two sprung up, a couple of hundred years ago, at the mouth of a wide branch opening from the Roads, the little town of Hampton, which, subject to the same conditions as held back progress everywhere in the South, neither grew nor changed till the shock of the war broke up the old order of things and inaugurated the new era.

The story of the first twenty-five years of reconstruction is already a familiar one—first the paralysis of commercial and social life, which at the time seemed almost hopeless, then the slow up-springing of interests here and there, and finally the beginning of that swift development in the current of which we today find ourselves. As the immense possibilities of the Southern States became more and more evident, the whole situation changed, and the mines, the harbors, the rivers and the forests of the South are having their valuation put upon them, not locally, but in the markets of the world. Never had far-sighted men greater opportunities than are open to those who are first in these new fields.

The two problems of Southern development, viz, to attract capital and to control immigration, are daily receiving more attention, but their magnitude is such that they are not likely to be easily or immediately dealt with. In Tidewater Virginia, for example, the development has been largely due to local enterprise, and while it has been quite sufficiently rapid on certain lines, it needs to become more general and more varied. The magnificent harbor of Hampton Roads is, of necessity, the principal factor in the growth of this section of the country, but its advantages are but just beginning to be realized. Newport News, at the mouth of the James river, has grown from a single plantation in 1882 to a city of 15,000 inhabitants, the seaboard terminus of the Chesapeake & Ohio Railroad, with one of the largest elevators and the largest dry-dock on the Atlantic coast. Old Point, with its excellent hotels, has become a watering place which needs no advertisement, attracting as it does a large floating population from the North in the winter, and in the summer from the West and South. Between these two, as has already been said, lies Hampton, an historic town of 8000 people.

Three years ago an electric road was built connecting Hampton with Old Point

and Newport News and opening up the shore fronting on Hampton Roads, a beautiful and fertile stretch of eight miles, which is likely to be used in the future chiefly for residences, as the facilities for boating, bathing and fishing are excellent, while the prevalence of easterly and southerly winds makes the climate both in winter and summer a singularly delightful one, comparing favorably with the Mediterranean and Southern California. The two large institutions of the National Soldiers' Home and the Normal School for colored people have, with the garrison at Old Point, done much to build up the local business interests of Hampton, and there is undoubtedly a solid foundation here for business enterprise. The dry-dock, elevator, railroad shops, iron foundries, cotton and knitting mills at Newport News employ about 6000 men, many of whom are enabled to live at Hampton by the quick transportation provided by the electric road, and as a result of this the town has unusually good schools and a large number of churches. There is also a permanent population of unemployed women and children, white and colored, whose labor would be available in small manufactures, the establishment of which is for many reasons desirable. The surrounding country, with land at from \$20 to \$250 per acre, and taxes at \$1.05 to \$1.10 per \$100, is well adapted to truck farming, and the direct connection with Washington, Baltimore, New York, Boston, etc., afforded by the various railroad and steamboat lines which centre here, make shipments safe, easy and cheap. Both soil and climate are favorable for truck farming, and land and labor are as yet sufficiently cheap to make it profitable, especially as the early springs and late falls favor the production of a large variety of vegetables suitable for Northern markets.

While Hampton shares with the rest of the Southern States in the generally favorable conditions which are now too well known to need recapitulation here, it has also and undeniably certain local advantages to offer, which may be summed up as follows: A healthful and agreeable all-the-year-round climate; a beautiful situation upon what is unquestionably one of the finest sheets of water in the world; direct and quick communication with Northern and Western markets; substantial interests in oysters, fisheries and truck; the existence of several large and permanent institutions, with the hotels and boarding-houses of a fashionable watering place, and finally, such an investment of outside capital in Newport News and the vicinity as furnishes a guarantee to investors in general.

But as, in agriculture, success demands a diversity of crops, so in a business community a variety of interests is essential if the growth is to be healthy and permanent. To counterbalance and at the same time to stimulate the truck farms and fisheries of this locality, there should be established manufacturing industries which would utilize the cheap labor of both sexes which is at present unemployed, and therefore untrained. A fair proportion of this is capable of being transformed into skilled labor of a high class, such as is required in the manufacture of gloves, shirts, artificial flowers, etc., and its cheapness and the coincident cheapness of living will for some years to come give its employers the advantage in Northern markets. Any attempt to start manufacturing industries upon a sound basis, on however small a scale, will meet with the hearty co-operation of business men, the field being as yet practically unoccupied, and the need of development in this direction being generally felt.

N. C. ARMSTRONG, Secretary.

A FLORIDA report states that a bed of sienna has been discovered near Orlando, which has been tested and found to make an excellent quality of paint.



## GENERAL NOTES.

## Brief Mention of Various Matters of Current Interest.

THE Texas State Fair to be held this year at Dallas will be conducted on a very elaborate scale, with the view of making it more of an exposition than a fair. It will continue from October 19 to November 3.

REPORTS to the North Carolina Horticultural Society show that at Southern Pines forty-four persons have 900,000 vines and fruit trees on 1643 acres. Last year they shipped 125 tons of grapes, and this year will ship 500 tons.

THE Birmingham Rolling Mill Co., in a letter to the MANUFACTURERS' RECORD, says: "We have purchased all the machinery and boilers necessary for one fire-brick mill and one sheet mill, and we are putting them in position as rapidly as possible."

A DISPATCH from Middlesborough, Ky., to the Knoxville Tribune says: "Two hundred more coke ovens will be fired near Pineville next week, and the Mingo people have about ninety in operation. When all the ovens get in operation they will give employment to 2500 people."

THE Bay State Furnace at Fort Payne, Ala., as recently reported in the MANUFACTURERS' RECORD, has been purchased by the Bessemer Land & Improvement Co., of Bessemer, Ala., for cash. Mr. H. B. Hill, of Boston, who had this furnace for sale, writes the MANUFACTURERS' RECORD that he understands that it is to be removed to Bessemer.

DR. C. W. JAMISON, of Old Town, Mason county, West Virginia, in a letter to the MANUFACTURERS' RECORD, says: "Thousands of acres of land are being leased in Mason county, West Virginia, to oil and gas development companies, and wells are promised soon. Mason county is on three oil lines which intersect within her boundaries, and indications for good production are present."

AMONG the well-known writers for young people who will contribute to the first number of Frank Leslie's Pleasant Hours for Boys and Girls, which will appear September 25, are Oliver Optic, Edward S. Ellis, Jeannette H. Walworth, Rebecca Harding Davis and Felix L. Oswald. Many attractive and novel features have been secured for the new magazine. The October number, first in the new form, new cover and new character, will be published September 25. Price ten cents; \$1 a year.

HARPER'S MAGAZINE for September has as special features "Three Gringos in Central America" (illustrated), by Richard Harding Davis; "Mental Telegraphy Again," by Mark Twain; "The Evolution of the Cow-Puncher" (illustrated by Frederic Remington), by Owen Wister; "Arabia—Islam and the Eastern Question," by Dr. William H. Thomson; "Notes on Indian Art" (seventeen illustrations by the author), by Edwin Lord Weeks; "The German Struggle for Liberty"—III (illustrated by R. Caton Woodville), by Poultnery Bigelow; "A Fifteenth-Century Revival" (Savonarola's), by Rev. J. H. Hobart, D. D.; "Personal Recollections of Joan of Arc"—VI; "Hearts Insurgent"—X; three complete short stories.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 81.]

## HUNTINGTON IN THE SOUTHWEST.

## How the Great Railway Financier Is Operating in Mexico—His Opinion of Texas.

The activity of Mr. C. P. Huntington in directing railroad interests in Mexico and the Southwest is attracting much attention in New York and other railway and financial centres. Some time ago Mr. Huntington, in a letter to the MANUFACTURERS' RECORD, stated that he was disposing of his railway properties east of the Mississippi river, intimating that he intended to confine his operations to the country west of the river. His sale of the Chesapeake, Ohio & Southwestern and the control of the Chesapeake & Ohio by the Vanderbilts confirmed the statements in his letter.

In examining the Huntington projects in Mexico and the Southwest one can readily understand from their magnitude why the great railway financier desires to confine his territory. The Southern Pacific system, of which he is president, and which extends from the Pacific coast to the Mississippi, is 6624 miles long, including leased lines—one of the largest on the globe. The direction of this network of lines would seem to require all his care, but it really is only a part of his interests. One of the first to appreciate the great commercial future of Mexico, he took up and carried out the Mexican International Railway project, which embraces over 1000 miles of controlled road, extending from a connection with the Southern Pacific on the Texas boundary to the City of Mexico. It traverses one of the most productive parts of the country, and is virtually a feeder of the Southern Pacific. In addition to this line, Mr. Huntington is building another which will traverse the silver-mining section, and will also reach extensive coal deposits which have been discovered in Mexico.

In connection with these projects it is reported that he has been desirous of obtaining a suitable harbor for a seaboard terminus for this Southwestern system where large vessels could be loaded without the use of lighters. As Aransas Pass, when the present improvements are completed, is expected to become such a harbor, it is not surprising that a dispatch announces that the representatives of the railroad president are negotiating to secure several thousand acres on Padre Island, which forms one side of the channel leading to Aransas Pass. Geographically speaking it is an excellent location, as Aransas Pass is the terminus of the San Antonio & Aransas road, virtually one of the Huntington lines, as its bond interest is guaranteed by the Southern Pacific Company. It is comparatively near to the Huntington railways in Mexico, and as readers of the MANUFACTURERS' RECORD are aware, is one of the largest natural harbors in the world, having every advantage for becoming a great seaport. The magnitude of Mr. Huntington's work in literally building a city on Hampton Roads—Newport News—with shipyards, a dry-dock, elevators and warehouse, may be duplicated at this point should he desire to make it and New Orleans the principal seaboard termini for nearly 10,000 miles of railroad.

The views of the eminent financier on Texas have somewhat changed in favor of the State, and his increasing interest in it is indicated by the following opinion which he has given:

NEW YORK, August 22.

Editor Manufacturers' Record:

Yours of the 21st, inquiring about Southwestern Texas, is received. Texas is the largest of the States in territory, and I think its agricultural resources are not exceeded by those of any other State in the Union. I think corporate property

hereafter is going to be fairly safe in that State, although there has been a disposition, seemingly, to drive such property out of the State. It seems now that they are adopting much the wiser course in giving all kinds of property equal protection. No doubt if they had deep water at Galveston it would be a very important port. In fact, there is a large territory back of it that would be naturally tributary to that city if deep water could be obtained in the harbor and they had good accommodations inside for the transfer of tonnage from rail to ship and vice versa. People talk of many harbors west of there, but those I do not know so well about. It may be that good harbors can be developed with sufficient depth to float the largest ocean-going ships, but there will always be more or less trouble in getting return tonnage.

I have not time to write you as fully as I would like to in reference to this matter.

C. P. HUNTINGTON.

## IMPORTANT PROJECT.

## The City of Roanoke Desires Railroad Connection With Baltimore.

The question of giving the city of Roanoke, Va., additional railroad facilities has again been brought up by the visit of President John Gill, of the Mercantile Trust Co., of Baltimore; Vice-President Thomas M. King, of the Baltimore & Ohio, and Mr. John A. Tompkins, of Baltimore, to Roanoke.

This visit is the outcome of negotiations which have been in progress through the medium of the MANUFACTURERS' RECORD. Several months ago the editor of the MANUFACTURERS' RECORD was authorized to lay before the Baltimore business organizations and the Baltimore & Ohio Railroad directors a proposition from a syndicate of Roanoke business men to build a road thirty miles long from Roanoke to Buchanan, on the Chesapeake and Ohio system. Connection with the Baltimore & Ohio could then be made by using the Chesapeake & Ohio tracks from Lexington to Buchanan. The syndicate offered to turn over the road completed to the Baltimore & Ohio on payment of a yearly rental of \$18,000, and with the proviso that the Chesapeake & Ohio should have trackage right over the line to Roanoke, provided it gave the Baltimore & Ohio right of way over its track from Lexington to Buchanan, thus making it possible for the Baltimore & Ohio and the Chesapeake & Ohio both to get into Roanoke by the construction of thirty miles of road.

This proposition was placed before Mr. Gill and the Baltimore & Ohio directors. For some time past the future of the Roanoke & Southern has claimed much attention because of the financial condition of the Norfolk & Western, which guaranteed its bonds. It extends south from Roanoke to Winston-Salem, N. C., and crosses the Cape Fear & Yadkin Valley a short distance north of Winston-Salem. By building the line proposed by the Roanoke people the Roanoke & Southern and Cape Fear & Yadkin Valley combination would have a Northern outlet by means of the Baltimore & Ohio; also a connection with the Chesapeake & Ohio, while the Baltimore & Ohio especially would have the benefit of this Southern feeder, which extends to Wilmington, N. C. The city of Roanoke, however, would furnish a large business in itself to this branch of the Baltimore & Ohio, as it is the industrial centre of Southwest Virginia.

## Big Freight Offered.

Mr. J. W. Reinhart, president of the Chesapeake & Western Railroad, in an interview published in the Fredericksburg Free Lance, states that the Chesapeake & Western road has already been offered contracts for hauling 1,300,000 tons of coal a year to deep water, and also large contracts for hauling tanbark, timber and lumber. This is an illustration of the magnitude of the business which is offering to railroads opening up the mineral and timber regions of West Virginia. It is in itself enough to furnish a reason for the construction of such a line.

## From Queenstown to the Atlantic.

The Queen Anne's Railroad Co., which is promoting the line from Queenstown, Md., to Lewes, Del., and Rehoboth Beach, has added Messrs. Philip L. Cannon, of Bridgeville, Del.; James Ponder, of Milton, Del.; Hiram R. Burton, of Lewes, and Landreth L. Layton, of Georgetown, Del., to its board of directors. Mr. W. C. Merritt, of Easton, Pa., who is contractor for the first section of the line—twenty miles—in a letter to the MANUFACTURERS' RECORD states that rails have already been purchased for this section.

## Fast Time on the Coast Line.

A train on the Atlantic Coast Line consisting of three heavy Pullman sleepers, a passenger, a mail and a baggage car was recently hauled from Rocky Mount, N. C., to Florence, S. C., 173 miles, in 207 minutes, including twelve stops. Deducting two minutes for each stop and slackening of speed would leave 183 minutes, making a rate of nearly sixty miles an hour. Several months ago a remarkably fast record was made between Jacksonville, Fla., and Washington by an Atlantic Coast Line special. The company has a well-laid road-bed and some of the finest locomotives in the country, which partly account for this record.

## Georgia Central to Be Sold.

Judge Pardee, of the United States Circuit Court at Atlanta, has appointed three commissioners to sell the Georgia Central Railroad. They are A. E. Buck and Clarence Angier, of Atlanta, and George S. Owens, of Savannah. The date of sale was not fixed, but it will be about October 1.

## Railroads in 1894.

The advance sheets of Poor's Manual on railroad matters in this country have been issued, and present some interesting figures. The mileage of railroads in 1894 under operation was 175,444, an increase of 2074 over 1893. Of the increase the South Atlantic States contributed 390, the Gulf and Mississippi valley 162½, and Mississippi, Arkansas and Texas 210, or a total of 762½ miles for the entire section. The total liabilities of the companies represented \$11,565,600,207. The average rate of dividends for all the lines was but 1.64 per cent., while the average interest rate paid on all bonds was 4.11 per cent. Railways representing nearly 65 per cent. of the total capital failed to pay dividends.

Compared with other sections the South makes a favorable showing in the record of new mileage. New England built but 123 miles, the Northwest but 206 miles and the Pacific States but 235 miles.

## Iron Furnaces in Blast.

Mr. Decatur Axtell, vice-president of the Chesapeake & Ohio Railroad, recently made the following statement:

"The railroad situation is improving steadily, and that is a good barometer of the general business situation. Our passenger traffic is far ahead of what it was this time last year, and the fact that people are beginning to move about freely once more is a sure indication of reviving prosperity. Every iron furnace along the route of the Chesapeake & Ohio road is in blast, or will be within two weeks, and all the coke ovens are in operation, with their output contracted for months in advance. Altogether the prospect is full of encouragement, and there is solid reason for predicting a revival of trade and industrial activity all over the United States."

## New Steamers.

The Merchants & Miners' Transportation Co. has improved its service between Baltimore and New England ports by adding a new vessel which is one of the finest of its fleet. This ship, the Howard, is



built of steel throughout, and registers 2551 tons gross. Her length is 293 feet over all, forty-two feet beam and thirty-four feet depth of hold. She has accommodations for 120 first-class passengers.

The Clyde Steamship Co. has been obliged by the increase in its Florida trade to add another vessel to its New York and Florida line. This ship is called the Comanche, and she will be placed in service in November. The Comanche is 330 feet in length, forty-six feet beam and has a tonnage of 3500, with quadruple expansion engines to develop a speed of fifteen to sixteen knots an hour. There will be accommodations for 200 first-cabin passengers and 100 others. The interior fittings will be patterned after the St. Louis and St. Paul, of the American Line.

#### Southern's Annual Report.

The report of the Southern Railway Co. for the year ending June 30 shows gross earnings \$17,114,791, increase \$471,493; operating expenses and taxes \$12,062,854, decrease \$282,773; net earnings from operation \$5,051,937, increase \$754,266. A large amount of money spent during the year in improving the roadbed and bridges is charged to operating expenses, but in spite of these extra expenditures \$579,582 was dispersed in sinking fund and payments and for equipment. The company has had no floating debt whatever during the year. As an indication of the extensive improvements the company purchased 41,000 tons of steel rails for relaying track.

Under the head of connections, the report mentions the control of the Cincinnati, New Orleans & Texas Pacific, also the Georgia Southern & Florida. Regarding the Hampton Roads terminals the report states that the company has acquired by purchase and lease lands in and opposite Norfolk, Va., for terminals at both points, and trackage contracts have been entered into with the Wilmington & Weldon and the Norfolk & Carolina Railroads for practically perpetual trackage to reach that city, and it is proposed to open the line thus formed on or before January 1, 1896.

Altogether, the report is very encouraging, and shows what proper management and methods have made of this property.

#### Southern's Earnings Increase.

The increasing business in the South is favorably reflected by the last report issued by the Southern Railway Co., which shows an increase of nearly 40 per cent. in net earnings for July compared with July, 1894. The net earnings for the month of July were \$352,789, compared with \$257,959 for the same month of last year, an increase of \$98,830. The gross earnings of the company for the third week of August were \$331,224, compared with \$327,975 for the corresponding week of last year, an increase of \$3249; from July 1 to August 21 gross earnings were \$2,471,048, compared with \$2,290,945 for the corresponding period of last year, an increase of \$171,103.

#### To Be Extended.

A report to the MANUFACTURERS' RECORD states that the Choctaw, Oklahoma & Gulf Railroad Co., in which Philadelphia capitalists are largely interested, has decided to make a further extension of its line being built to Fort Smith and possibly Little Rock, Ark. The chief engineer of the company has already made a preliminary survey with this end in view. Citizens of Fort Smith will probably aid the enterprise financially. The Choctaw, Oklahoma & Gulf is destined to be a part of a transcontinental line which will extend from Memphis to the Pacific coast.

#### Railroad Notes.

Mr. C. H. HAUGHTON, of Little Rock, has been appointed manager of the Stutt-

gart & Arkansas River road by Receiver Fordyce.

Mr. C. W. HALE has been appointed general freight and passenger agent of the Kansas City, Watkins & Gulf road.

Mr. E. E. ENGLAND has been appointed commissioner of the Mobile (Ala.) Bureau of Freight and Transportation.

Mr. E. A. NIEL, at Mobile, Ala., has been appointed general freight and passenger agent of the Mobile & Birmingham road.

Mr. JOSIAH F. HILL, who has been assistant to Vice-President Baldwin, of the Southern Railway Co., has been elected secretary of the company.

Mr. S. W. FORDYCE, of the St. Louis Southwestern Co., has been appointed receiver of the Stuttgart & Arkansas River road, which is about sixty miles in length, extending from Hazen to the White river.

THE August number of the Travelers Official Railway is, like its predecessors, a book indispensable to travelers. It can be depended upon for correctness, and the MANUFACTURERS' RECORD cannot recommend it too highly as a companion for travelers.

THE Georgia Railroad Co. has decided to make a display at the Atlanta Exposition of woods, grain, vegetables and other features from the section of the State it traverses. Mr. W. C. Boykin, of Augusta, is arranging the exhibit, which will be very elaborate.

THE Plant system has issued two very attractive pamphlets, beautifully illustrated, descriptive of the country tributary to this great system. One is entitled "Florida-Cuba; from the North and West through Florida to the Gulf of Mexico and on to Cuba," setting forth in detail the attractions of this trip and describing the country through which the line passes; the other, entitled "The Land of Sunshine. The Winter Haven Lake Region of Florida," tells something of the advantages of this country for winter gardening. Copies of these pamphlets can be had from Mr. B. W. Wrenn, general passenger agent of the Plant system, Savannah, Ga.

Mr. Y. VANDENBURG, traffic manager of the Louisville & Nashville, has issued a valuable book which contains a list of stations on the lines of the Louisville & Nashville Railroad, together with valuable maps of cities and States through which the lines run, lists of shippers of commodities, track scales, track connections and other information of interest to shippers. There is also a complete directory of cottonseed-oil mills, coal mines, iron mines, grain, hay and flour mills and elevator depots, list of liquor dealers and distillers, cotton-gin, mill and compress manufactories, cotton merchants, saw mills, lumber dealers, livestock dealers, tobacco dealers, etc.

Mr. JOHN SKELTON WILLIAMS, of Richmond, and associates have secured a charter for an electric line through the very heart of Richmond, the full length of Broad street, the principal thoroughfare of the city. Mr. Williams informs the MANUFACTURERS' RECORD that this line will be built with the heaviest rails used for electric purposes and with the best equipment in every respect. The eminent success of Mr. Williams in railroad and other matters with which he has been connected as a member of the banking-house of John L. Williams & Sons, of Richmond, guarantees his ability to carry out all promises made for the immediate construction of this railroad. A number of Baltimore capitalists will be associated with Mr. Williams in the building of this line.

A DISPATCH from Pensacola, Fla., states that the Louisville & Nashville Company has arranged with the United States Steamship Co. to operate a regular line of vessels between Pensacola and Europe.

## FINANCIAL NEWS.

### Chicago Money in the South.

The Atlanta Journal has been calling attention to the value of Southern and Western securities as shown by the experience of Baltimore and Chicago. A banking company in the former city recently purchased an entire issue of 3½ per cent. securities at 6.68 per cent. premium, said to be the highest ever paid for 3½ per cent. bonds. In Chicago a dispatch states that efforts have been made to float a \$500,000 loan at 5 per cent. without success, although its debt is but \$18,000,000 on an assessed valuation of \$247,425,000. The Chicago failure is not due to lack of funds by its bankers or to their lack of enterprise, but while declining to invest at home, they are putting their money in the South. As an illustration of this, N. W. Harris & Co., Chicago bankers, have been purchasing municipal bonds in Alabama and other States at a premium, and the First National Bank of Chicago is also placing money in Southern securities. It recently paid \$2850 premium for \$300,000 in 6 per cent. bonds of the city of San Antonio, Texas.

These are facts which are worth studying.

### New Corporations.

W. S. Witham and others are considering the idea of organizing a bank at Lawrenceville, Ga.

B. R. Lacy and others are preparing to open a dime savings bank at Raleigh, N. C., about November 1.

J. T. Russell, William Beyer and others have incorporated the Bank of Collins at Collins, Mo., with \$10,000 capital.

The Security Mutual Life Insurance Co. at Atlanta has been formed by James L. Riley, Joseph T. Orme and others.

F. James, M. H. Townsend and others have formed the Colorado County Abstract Co. at Columbus, Texas, with \$10,000 capital.

Mr. J. W. Castles, president of the Hibernia National Bank, of New Orleans, is interested in the plan to open a national bank at Alexandria, La., with \$50,000.

The new bank at Marlin, Texas, is to be called the Citizens' National. It will have \$50,000 and the following officers: C. W. McPhail, president; M. Levy, vice-president; S. H. Johnson, cashier; John Bellinger, assistant cashier.

The Building & Loan Co. of Staunton, Va., has been organized with a minimum capital of \$50,000 and the following officers: A. C. Gordon, president; H. M. Bell, first vice-president; R. H. Catlett, second vice-president; J. Vost, secretary; H. A. Walker, treasurer; R. P. Bell, general counsel; H. L. Hoover and H. S. Radcliff.

The Standard Real Estate Investment Co. has been incorporated at Baltimore by Richard M. Duvall, William B. Ehlen, Roger A. Frey, John S. Rawlings and Henry H. Heed. The capital stock is \$50,000, divided into 1000 shares of \$50 each. The company will transact a general real estate and building and loan business.

### New Securities.

The Shelby County State Bank of Missouri has increased its capital to \$15,000.

The East Alabama National Bank, at Eufaula, has decided to increase its capital to \$100,000.

The city of Charleston, S. C., is soliciting bids for an issue of \$90,000 in refunding 5 per cent. bonds to retire the same amount of 7 per cent. bonds. The bids will be received until September 20.

### Interest and Dividends.

The South Pittsburg (Tenn.) Electric Light & Power Co. has declared a semi-annual dividend of 5 per cent.

The Barnesville (Ga.) Cotton Manufacturing Co. has declared a 2 per cent. semi-annual dividend on the common stock.

### Financial Notes.

Mr. JAMES R. BRANCH, of Richmond, has been appointed bank examiner for the Virginias and sections of North Carolina and Tennessee.

THE Board of Trade of Savannah will co-operate with the Georgia Bankers' Association's efforts to secure the location of a sub-treasury at Savannah.

A DISPATCH from Birmingham, Ala., states that the city's representatives have made arrangements with its bondholders by which a portion of the interest due is to be paid at once, and the balance is to be made up in annual payments secured by city notes.

Mr. T. J. FELDER, of 192 Broadway, New York city, has associated with him in business Mr. Alfred N. Hehre, formerly of the Corbin Banking Co., and hereafter these gentlemen will operate under the firm name of Felder & Hehre, "investors' agents," with representatives throughout the South and West, and connections in the East and abroad. It is understood that the firm will have the financial support of a prominent New York capitalist and railroad operator. Their business is the purchase and sale of all classes of securities, as well as of valuable farming lands throughout the South and West.

### Facts About Norfolk.

THE MANUFACTURERS' RECORD is in receipt of a pamphlet entitled "Norfolk—Past, Present and Future," compiled and written by Mr. Walter Sharp. This pamphlet of about twenty pages presents in a very clear and concise form a full review of the general business and industrial interests of Norfolk. Its story of the growth and progress of that thriving city is one of more than usual interest to every man who is studying the future of a place which promises to be one of the foremost seaports of America. In 1880 the population of Norfolk was 21,900; in 1890, 35,000, and it is estimated at present at 50,000; and taking a radius of five miles, which would include the adjoining towns of Portsmouth and Berkley, there are about 100,000 people in and around Norfolk. The general trade of the city has advanced from \$48,000,000 in 1884 to upwards of \$91,000,000 in 1894. Norfolk is one of the leading trucking centres of the United States, and the volume of its trucking business now reaches about \$8,000,000 a year. As the seaboard outlet of the Pocahontas coal, it handles from 2,000,000 to 2,500,000 tons of coal a year. Its lumber trade is estimated at upwards of \$12,000,000, as compared with \$2,000,000 in 1885. The capital invested in the lumber business in Virginia and the Carolinas, tributary to Norfolk and largely controlled by Norfolk, aggregates nearly \$20,000,000. The cotton trade of the city reaches nearly 500,000 bales a year. Of peanuts, this, the largest market in the world, handles over 1,500,000 bushels a year; while ten fertilizer companies located at Norfolk have an annual output of about 100,000 tons, estimated to be worth from \$1,500,000 to \$2,000,000.

As rapid as has been the progress of Norfolk during the last ten years, now that it has become the Atlantic terminus of the Southern Railway system, with over 5000 miles of road, there is a promise of its more than doubling in the next ten years what it has accomplished in the last ten. There are few cities in the country which present a more promising outlook than Norfolk, and Mr. Sharp seems to be well justified in closing his pamphlet with the prediction that within ten years Norfolk and the surrounding towns will have a population of at least 150,000.



## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 80 and 81.]

## Textile Notes.

A \$100,000 cotton mill is proposed at Toccoa, Ga.

A COTTON-MILL company is being formed at Toccoa, Ga.

A 5000-spindle mill to cost \$100,000 will be built at Forsyth, Ga.

A NEW 120-loom mill for weaving has been equipped at Liverpool, N. C.

A MOVEMENT is afoot at Fayetteville, N. C., for the erection of a cotton mill.

ALLEN W. JONES, of Midville, Ga., will build a cotton-yarn mill next spring.

A. ALLRED & SON, of Mt. Airy, N. C., will rebuild their woolen mill next year.

WM. J. DICKEY & SONS have awarded contracts for an addition to their woolen mill at Oella, Md.

THE Barnesville (Ga.) Cotton Manufacturing Co. has declared a semi-annual dividend of 2 per cent.

THE Clifton Manufacturing Co., Clifton, S. C., is remodeling and improving its card and spinning rooms.

MR. STONERWALL J. DURHAM, of Dallas, N. C., who lately purchased the uncompleted mill buildings at Bessemer City, will put in spindles.

THE East Durham Cotton Mill, Durham, N. C., is now running day and night in an endeavor to catch up with orders. The new addition is progressing.

MESSRS. BIRDSEY & MCCORMACK, of St. Louis, Mo., have purchased the St. Louis Cotton Manufacturing Co.'s plant for \$50,000. They will expend \$10,000 in improvements and operate the mill.

FRANK VON BORRIES has leased part of the Tarascon Woolen Mill at Louisville, Ky., and has changed same into a linen mill with twenty-four narrow looms. He is operating as the Anchor Manufacturing Co.

ANOTHER cotton-mill company is proposed at Anderson, S. C., with a capital stock of \$250,000. Subscriptions to \$30,000 were obtained at the first informal meeting to consider plans. Messrs. H. H. Watkins and J. J. Pretwell are interested.

THE Meyer Hosiery Mill will be removed from Valdese to Newton, N. C., as stated last week. It will be put in operation manufacturing 100 dozen pairs of stockings daily at the start, and thirty hands will be employed. Messrs. Meyer, S. M. Finzer, J. C. Whitesides, J. C. Smith and others are interested.

THE new Victor Manufacturing Co., at Greer Depot, S. C., has obtained subscriptions for \$50,000 of its stock, and has as much more promised from Northern and local parties. Five thousand spindles was the equipment at first intended, but it will now probably be made 10,000. Mr. W. W. Burgess is president of the company.

THE new company reported last week at Henderson N. C., will be known as the Henderson Cotton Mills, and the capital stock is \$125,000. Plans are now being prepared for the buildings, and when they are completed contracts will be awarded. About September 20 arrangements will be made for buying the machinery required; Mr. E. G. Davis, secretary.

THE Lockhart Shoals Mill, at Lockhart, S. C., is rapidly nearing completion, and is expected to be in operation by December. The plant is to be a thoroughly modern one in every respect, and at the start 27,000 spindles will be installed, with ample accommodations for more. The machinery is now arriving and being put in, and 800 workmen are being employed in the various works at the mill and the shoals. A

1200-foot dam is under construction to turn the water into a canal 120 feet at top, sixty feet at bottom and fifteen feet deep. Victor turbine wheels will be used. One hundred operatives' cottages are also being erected.

In describing the Standard Circular Cotton Co.'s presses, now being built at Baltimore, the statement was made that the density of the bale varies from fifteen pounds on the outside to fifty pounds in the centre. Mr. W. E. Anderson, the engineer of the company, states that density will average about thirty-eight pounds per cubic foot, and is "approximately the same in all parts."

A NEW and beautiful fabric produced by a New England mill furnishes a fresh example of the policy with which the textile industries of that section are managed. This new article is known as Cinderella flannelette, and is considered one of the most unique and desirable flannelette fabrics ever offered to the trade. Combining softness of finish with warmth and beauty, it is peculiarly adapted for gowns, wrappers, blouses, shirts and other garments for adults, children and infants. An extensive sale for these goods is thus already awaiting the enterprise and ingenuity of the Whittenton Manufacturing Co., Taunton, Mass., which is the manufacturer. It is to be hoped that with the manifold signs of progress in the textile industry of the South that the question of finer products will be vigorously taken up. There is a large demand for such goods everywhere. People want to buy something new, and the vender who offers a rich and serviceable article will receive high prices and large sales. THE MANUFACTURERS' RECORD awaits an opportunity to chronicle the production by a Southern mill of goods equal in fineness with the product of the Whittenton Company referred to above.

## Cotton Mills and Gold Mines.

SALISBURY, N. C., August 27.

Editor *Manufacturers' Record*:

Mr. I. Littmann of this place has bought one of the tobacco factories, and has fitted it up with machinery and is now turning out about 500 pounds daily braided sash cord, braided clothes lines, braided wire rope, flat braid, etc. His orders are in excess of his production. He has forty-one braiders of the latest pattern at work and orders out for more. He works from twelve to fifteen hands, and is arranging to run day and night and will double his capacity. To this end he wants to buy complete electric-light outfit to supply fifty lights of sixteen candle-power each, and would like to hear from some of your advertisers with bids.

Work has begun in earnest on the new cotton mill here, and it will be pushed to completion. It will be a \$100,000 mill and will start with 10,000 spindles. Both the Salisbury Mills and the Vance Mills are working regularly and turning out large quantities of goods, and are among the leading mills as dividend-payers.

The Glen Brook Mining Co. is hard at work on its plant, which it is completing for the purpose of treating the sulphide gold ores by the cyanide process. The company has 150 hands at work, and will soon be ready to begin treating the ores. If Mr. R. Eames, Jr., who is the prime man in this venture, is as successful in it as he is in finding gold nuggets, he will do wonders for this county. The finding by Mr. Eames of an eight-pound five-ounce nugget was reported to you in June. On the 22d inst. one weighing ten pounds sixteen pennyweights was found, together with several others, one of which weighed two pounds. Mr. Eames has averaged over a pound of gold for every day this year from the Crawford (Ingram) mine, and at a cost of but little over \$25 per day.

J. J. NEWMAN.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## The Market for Cottonseed Products.

NEW YORK, August 27.

The cotton-oil market presents few features of a novel character since date of previous letter. No apparent improvement is noticeable, either in export or home trade lines, the tendency being rather to the reverse conditions—apathy and general dullness. While low lard values prove an insuperable barrier to active compound-lard business, the improved tone of the tallow market, which recently gave promise of more substantial oil trading for soap-making purposes, has proved deceptive, the apparent activity being spasmodic and of an ephemeral character. Continuance of the present firm stand assumed by the tallow market will doubtless redound to the advantage of cotton oil. A synopsis of the week's trading would indicate that the comparatively few sales effected were brought about by a desire on the part of holders to meet the views of purchasers by releasing oil stocks at a price below current figures. The shrinkage in business, which is usual in August, is to a certain extent responsible for these events, but it is believed the advent of the ensuing month will liquidate values on a higher and more permanent basis than now obtains. It may be stated, however, that the disposition of small holders to sell at reduced figures exerts no appreciable influence on the market generally, having in view the apparently concerted action on the part of large holders in their refusal to sell, unless strictly at current quotations. The situation in England with regard to the prospective oil demand may be characterized as being auspicious, viewed from the American manufacturers' standpoint. Seed is unusually scarce in that country, while recent advices from Alexandria, Egypt, state that within the past fortnight there has been a second appearance of the dreaded cotton worm. A material shrinkage in the English seed supplies would result in an enormously increased demand for American oil in England, while temporarily removing our most formidable competitor in the Mediterranean and European markets generally. The prolongation of low-priced lard will probably influence new seed values to the advantage of oil, thus introducing the new season auspiciously. Late advances from Rotterdam report firm prices for oil, with strong demand, soapmakers being the principal purchasers. White and butter oils are scarce, prices firm and quotably unchanged. Sales effected aggregate 60,000 gallons of grade summer yellow at prices ranging from 26½ to 27 cents; 35,000 gallons prime summer yellow at 27 to 28 cents; 10,000 gallons white oil at 32 cents, and 35,000 gallons butter oil at 32 cents. Total exports for the week amount to 103,500 gallons, the largest shipments being to Austria, comprising 40,000 gallons. Current prices are as follows: Crude, 19 to 20 cents at the mills; here in barrels, 24 cents; prime yellow summer, 26¼ to 27½ cents; butter oil, 30 to 32 cents; off yellow, 26¾ to 27 cents, and white oil, 31 to 32 cents.

Cake and Meal.—Stocks at the mills being of a light character, exports, prior to the appearance of new cake, are of a limited nature necessarily. In England, cotton cake, whether of the American or home-made variety, is a scarce commodity, with prices in seller's favor. The grades of American cake which have recently arrived in England are of a nondescript character. Several shipments are practically unsalable owing to color and hardness, grinding being the only possible means of utilizing same. In one instance

the best bid, obtainable for a consignment of Galveston cake was £3 10s., which is 5s. below the price of the English-made undecorticated cake, or nearly \$10 per ton less than current price of prime American decorticated cake; unchanged quotations for spot and New Orleans delivery.

## Cottonseed-Oil Notes.

GROUND has been broken for the big cottonseed-oil mill at Weldon, N. C., to be erected by Senator M. C. Butler, of Edgefield, S. C.

THE Caldwell Oil Co., of Caldwell, Texas, filed an amendment to its charter last week, increasing the capital stock from \$30,000 to \$50,000.

THE Arkansas Cotton Oil Mill Co., of Little Rock, Ark., is repairing its mill. The company expects to have repairs completed and ready for operation about the 1st of October.

THE cottonseed-oil mills at Houston, Texas, are preparing for the new cotton season, and are already beginning to receive shipments of cottonseed. The National Oil Co. has received eleven cars of new seed up to the 24th inst. Other mills report a few shipments, but the movement is much smaller than at this time last year.

THE executive committee of the Cottonseed Crushers' Association of Texas met in Dallas on the 23d inst. and elected Robert Gibson, of Dallas, secretary, to succeed R. K. Erwin, resigned. The secretary was instructed to take out membership in the Houston Exchange for the association, and in the Dallas Merchants' Exchange when that body shall have incorporated in its by-laws the rules adopted by the Texas Cottonseed Crushers' Association at the meeting in Galveston on the 12th inst.

THE East Carroll Planters' Association held their regular meeting at Lake Providence, La., on the 21st inst.; Col. J. A. Buckner, president, in the chair. Prices of labor were regulated and a list agreed upon. The price of cottonseed was fully discussed and the following resolution unanimously adopted:

*Resolved*, That the present price offered for cottonseed is much below what we consider a fair remunerative one, and that it is the sense of this meeting that we will store our seed and hold it until a better price is offered, and that we hereby request a similar action to be taken by all other parishes and counties along the Mississippi river.

The meeting adjourned to October 2.

THE market in New Orleans for cottonseed products is quiet, with values steady. Receivers' prices are reported as follows: Cottonseed, \$8 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal, jobbing at depot, \$15 50 to \$16 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$18 50 to \$18 75 for current month; oilcake (for export), \$18 50 to \$18 75 per long ton f. o. b.; crude cottonseed oil (at wholesale or for shipment), strictly prime crude in barrels, per gallon, 22 to 23 cents; loose, per gallon, 20 to 20½ cents; refined cottonseed oil, prime in barrels, per gallon (at wholesale or for shipment), 25 to 25½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 15 to 20 cents; foots, 1½ to 2 cents; linters—A, 3 to 3½ cents; B, 2¾ to 2½ cents; C, 2 to 2½ cents, according to style and staple.

MR. EUGENE ENSLEN, of Alabama, has been in Chicago recently negotiating for the investment of considerable Chicago money in Alabama enterprises. The Chicago Inter-Ocean, commenting on his visit, states that Mr. Enslen has closed a transaction involving upwards of \$1,000,000, and that he has also secured a large subscription for a steel plant to be built at Birmingham. If the latter be true, it is probably in connection with an enlargement of the idle steel plant at North Birmingham.



## PHOSPHATES.

## Projected Fertilizer Works.

A large meeting was held in Ocala, Fla., on the 21st inst., the object being the establishment in that city of commercial fertilizer works to cost from \$100,000 to \$200,000 and to utilize Florida hard-rock phosphate. The meeting was called to order by Mayor John G. Reardon, who outlined the advantage to be obtained by manufacturing interests and the necessity of Ocala taking some steps in that direction at once. Capt. G. M. Wells, prominent in phosphate circles, addressed the meeting and offered a number of suggestions in regard to the inauguration of the enterprise, and promised to raise \$25,000 towards the erection of a plant. On motion a committee of 100 was appointed, and out of this number a special executive committee will be appointed, and they in turn will appoint the various subsidiary committees from the 100. The whole organization will be perfected at once and active work commenced. Resolutions were also passed favoring the construction of a railroad to be owned by the city from Ocala to the gulf, and endorsing the building of the Ocala & Silver Springs road, now under construction.

Mayor Reardon has appointed the following executive committee on the fertilizer factory: George M. Wells, R. B. McConnell, W. N. Camp, B. H. Gibbins, George Close, Charles S. Clarke, J. M. Graham, Alexander McIntyre, D. W. Davis and O. G. Finch. Captain Wells is meeting with excellent success in securing subscriptions to factory stock.

## Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, August 29.

There has been very little trading in phosphate rock during the past week, and the demand from manufacturers is light. Out-of-town buyers are purchasing more freely, and from the number of charters reported a slightly better tone is apparent. At points of production the industry is in fair shape, and in South Carolina the market is fairly active, with a vigorous development reported among both land and river mines. Crude rock is quoted at \$3, hot-air-dried \$3.50 and ground rock \$6.50, all f. o. b. Charleston. Among the Florida miners a slight movement has commenced, several large companies resuming, while a number of small mines are being worked more extensively. Prices for land and river rock are merely nominal, and show a slightly better tone. The following charters are reported in the local market: Schooners Douglass Gregory, Fernandina to Baltimore; D. P. Davis, Ashpoo to Baltimore; Tora, Tampa to Baltimore; M. L. Patton and Josephine, Ashley river to Baltimore, and Mary Curtis, Ashpoo to Richmond. In the New York market business in phosphate charters was better during the week, and the following vessels are reported to load phosphate: A British steamer, 1245 tons, from Fernandina to Stettin at 17/6; a British steamer, 1477 tons, from Coosaw to Ayr and Silloth at 14/; early September; a British steamer, 1287 tons, from Tampa to Hamburg on private terms, chartered abroad; a schooner, 540 tons, from Ashley river to Philadelphia on private terms; a British steamer, 846 tons, from Fernandina to the United Kingdom or Continent on private terms, chartered abroad; a schooner from Philadelphia to Norfolk with guano at 80 cents; a British steamer, 1451 tons, from Coosaw to Cetta at 14/6, September, chartered abroad, and a British steamer, 1167 tons, from Fernandina to Gothenburg at 19/6, September, chartered abroad.

## FERTILIZER INGREDIENTS.

The market for ammoniates has ruled quiet during the week, although there is a slightly improved demand reported for cer-

tain descriptions. Manufacturers are in the market, but are not purchasing heavily, awaiting a lower range of values. There is very little demand from the Southern market, and in the West stocks are reported light, with prices firm and hardening. Spot trade in all ammoniates is light and values steady. Nitrate of soda is dull, with no material change.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	\$2 75@	\$2 80
Sulphate of ammonia, bone.....	2 65@	2 70
Nitrate of soda.....	1 77@	1 80
Hoof meal.....	1 80@	—
Blood.....	1 85@	1 90
Azotine (beef).....	1 75@	1 80
Azotine (pork).....	1 80@	—
Tankage (concentrated).....	1 60@	—
Tankage (9 and 20).....	1 70 and 10	—
Tankage (7 and 30).....	17 00@	17 50
Fish (dry).....	20 50@	—
Fish (acid).....	15 00@	—

## Phosphate and Fertilizer Notes.

THE British steamship Massapequa arrived at Fernandina last week, and will take a cargo of phosphate rock for Hamburg, Germany.

THE British steamship Robina cleared from Savannah last week for Hamburg with 1002½ tons of phosphate rock, valued at \$10,025, shipped by Strachan & Co.

THE British steamship Marima was cleared from Savannah, Ga., last week by Strachan & Co. for Memel, Germany, with 2154 tons of phosphate rock valued at \$21,540.

THE shipments of phosphate rock to domestic ports from the port of Charleston, S. C., for the week ending the 16th inst. were as follows: Schooner James Baird for Newark, N. J., 528 tons acid phosphate; barkentine Ninevah for Norfolk, Va., 800 tons, and schooner James B. Jordan for Boothbay, 1060 tons crude phosphate rock. The total shipments of phosphate to domestic ports since September 1, 1894, amount to 97,441 tons of crude and 1450 tons of ground rock, against 124,992 tons of crude rock and 7614 tons of ground for the corresponding period in 1893-94.

MR. A. TRUBENBACH, agent for the Anglo-Continental Guano Works, Ocala, Fla., writes the MANUFACTURERS' RECORD that "his company has made the following charters: Steamship Cayo Mono, now loading at Port Tampa 2000 tons of hard rock and land pebble; bark Anna Braunschweig at the same port loading 500 tons land pebble; steamship Largo Bay, due September 6, will load about 2500 tons land pebble from above port; from Fernandina, steamship City of New Castle, due September 1 to load a cargo of 2700 tons hard rock, and steamship Salopia, due September 15 to load cargo of 2200 tons hard rock. Two steamers are expected at Savannah to carry each 2500 tons of hard rock in October, and one steamer at Brunswick to take about 2700 tons hard rock."

## Iron Markets.

CINCINNATI, August 24.

The past week has been a repetition of the one preceding. A fair volume of new business has been transacted at full prices, and a much larger tonnage has gone forward on existing contracts. At Southern furnaces the scarcity of soft and silvery grades continues and consumers are greatly inconvenienced in consequence. The only advances reported are in Bessemer and Northern forge irons. Bessemer sold on the 23d inst. at \$14.50 cash, Valley furnace, and the situation there is reported as very encouraging.

Considerable attention is now given to the Pocahontas coke district. The strike is practically at an end, although the defeated agitators are still in the field. Probably not more than 25 per cent. of the ovens are in operation, and the remainder will be fired only when new contracts can be secured at a stiff advance over prices prevailing prior to the strike. Operators claim to have lost money on the old basis,

and they now intend to get profitable figures or remain idle. It is claimed that some contracts have been placed recently at \$1.60 to \$1.75, and many predict that \$2 will be reached by the first of the year. At present skilled labor is scarce, many of the old men having left the district. There have been rumors of several Virginia blast furnaces resuming operations that have been long idle, and as these will be obliged to draw their coke supply from the Pocahontas district it will necessitate their paying a high price for fuel, and it is doubtful whether they can operate at a profit.

From Alabama it is reported that corrected figures show the reduction of stocks there to be about 13,000 tons in excess of the published statistics. This would make the July decrease in stocks of coke iron about 57,000 tons.

We make no change in quotations:

Southern coke No. 1 foundry.....	\$12 00@	\$12 75
South. coke No. 2 dry, and No. 1 soft.....	11 50@	—
Lake Superior coke No. 1.....	14 00@	—
Lake Superior coke No. 2.....	13 50@	—
Hanging Rock charcoal No. 1.....	16 00@	17 00
Tennessee charcoal No. 1.....	13 50@	14 50
Jackson county silvery No. 1.....	14 00@	15 00
Southern coke, gray forge.....	11 00@	—
Southern coke, mottled.....	10 75@	11 00
Standard Alabama car-wheel.....	15 25@	16 25
Tennessee car-wheel.....	14 50@	15 00
Lake Sup'r car-wheel and malleable.....	15 00@	15 50

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$12 50@	\$12 75
Southern coke No. 2.....	12 00@	12 25
Southern coke No. 3.....	11 75@	12 00
Southern gray forge.....	11 50@	12 00
Southern charcoal No. 1.....	14 50@	15 00
Ohio softeners.....	14 00@	14 50
Lake Superior car-wheel.....	14 50@	15 00
Southern car-wheel.....	16 00@	16 50
Genuine Connellsville coke.....	4 75	—
West Virginia coke.....	4 75	—

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 dry.....	\$12 50@	\$12 75
Southern coke No. 2 soft & No. 3 dry.....	12 25@	12 70
Ohio Scotch softeners No. 1.....	15 00@	15 50
Lake Superior charcoal Nos. 1 to 6.....	14 50@	15 50

BUFFALO, August 24.

The situation from this standpoint remains unchanged. Proprietors of manufacturing plants are returning from summer vacations and are looking into the question of iron supply with more interest than they exhibited early in the summer. Sales have not been numerous, but melting is heavy and a great many concerns must place further contracts before the close of the year. Rumors continued to be heard of further advances in pig iron, but beyond a little stiffening in Bessemer pig and steel billets, there are no changes in values worthy of note. Certain grades of Southern softeners which have been in regular use in this market for years are becoming so scarce as to cause inconvenience.

We quote for cash f. o. b. Buffalo:

No. 1 foundry strong coke iron Lake Superior ore.....	\$14 25	—
No. 2 foundry strong coke iron Lake Superior ore.....	13 75	—
Ohio strong softener No. 1.....	14 25	—
Jackson county silvery No. 1.....	15 75	—
Lake Superior charcoal.....	14 00	—
Southern soft No. 1.....	13 50	—
Southern soft No. 2.....	13 00	—
Hanging Rock charcoal.....	18 50	—

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$14 00@	\$14 25
Alabama No. 2 dry, and No. 1 soft.....	13 50@	13 75
Alabama No. 3 dry, and No. 2 soft.....	13 25@	13 50
Alabama No. C. C. car-wheel.....	18 00@	18 50
Strong L. S. coke iron No. 1 foundry.....	15 50@	15 75
Lake Superior charcoal car-wheel.....	16 50@	17 00
American-Scotch (Northern) No. 1.....	15 50@	15 75
Jackson county silvery No. 1.....	17 00@	17 50

We quote for cash f. o. b. New York:

No. 1 X standard Southern.....	\$13 75@	\$14 00
No. 1 X choice Virginia, such as Shenandoah.....	13 75@	14 00
No. 2 X Alabama or Virginia.....	13 00@	13 25
No. 1 soft Alabama or Virginia.....	13 00@	13 25
No. 1 X lake ore coke iron.....	15 00@	15 25
No. 2 X lake ore coke iron.....	14 75@	15 00
Lake Superior charcoal.....	16 00@	16 25

PHILADELPHIA, August 24.

No race of people since the days of the Roman Empire have demanded and expected so much in a short space of time as the Americans. The sales this week have doubled, and if we would confine ourselves to carefully-prepared statistics we might find that said sales would aggregate three times the volume of business for the same period a year ago, yet in view of sales reported some weeks back we ought to say that the tonnage has been light. The Shenandoah furnace, located in the celebrated Shenandoah Valley of Virginia, was put in blast on Monday, and has made enough sales to avoid accumulating any iron for some weeks

to come. We shall hereafter refer to railway building, railway equipments and by-terms, which are yet in their infancy.

We quote for cash f. o. b. Philadelphia:

No. 1 X standard Alabama.....	\$13 75@	\$14 00
No. 1 X choice Virginia, such as Shenandoah.....	13 75@	14 00
No. 2 X Alabama or Virginia.....	13 00@	13 25
No. 1 soft Alabama or Virginia.....	13 00@	13 25
No. 1 X lake ore coke iron.....	15 00@	15 25
No. 2 X lake ore coke iron.....	14 75@	15 00
Lake Superior charcoal.....	16 00@	16 25

ROGERS, BROWN & CO.

## WHAT INVESTORS THINK.

Striking Comparisons Between a Western and a Southern City.

The city of Baltimore, Md., lately sold \$720,000 of 3½ per cent. securities at 106 68 to the Fidelity Trust & Deposit Co.	The city of Chicago, Ill., has been endeavoring to float a loan of \$500,000 at 5 per cent., but has thus far failed.—Chicago Dispatch.
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## Mining Fuller's Earth.

Mr. T. L. Wand, agent for the Cheesborough Manufacturing Co., of New York, is erecting a mill at Quincy, Fla., in order to carry on the mining of fuller's earth. Mr. John T. Howard has also begun mining it.

## Canning Factory Wanted.

Dr. C. W. Jamison, Old Town, Mason county, W. Va., in a letter to the MANUFACTURERS' RECORD, points out the favorable opportunity at that town for the establishment of a canning factory. He reports that there is an abundance of fruits and vegetables, and that a good market can be secured for the product.

## To Store Oil at Wilmington.

A dispatch from Wilmington, N. C., states that the Standard Oil Co. will probably make that city a distributing centre for the Carolinas and Georgia. Tank steamships will probably be used to convey the oil to Wilmington, where it will be stored and barreled for shipment. This decision of the company will necessitate an increase in the present plant.

## Baltimore Capital in Arkansas.

A dispatch from Little Rock, Ark., states that Baltimore parties have had a mining expert examining the mineral territory in the northwestern part of the State with the view of purchasing and working ore deposits. It is known that zinc exists in large quantities in this section, and one of the largest blocks of pure metal ever extracted was exhibited at the World's Fair in the Arkansas collection.

## Opening of the Tobacco Season.

The cultivation of tobacco in South Carolina, especially in the vicinity of Darlington, has been very encouraging, and this town promises to be an important market. On the opening day nearly 75,000 pounds were sold at prices ranging as high as ninety-one cents per pound.

The tobacco season has opened in North Carolina with satisfactory prices, according to reports from the principal centres. At Raleigh it is believed that the sales this season will average over ten cents per pound. About 25,000 pounds were sold in this city the first two days, while three lots grown by one farmer brought fifty, thirty-seven and a-half and thirty cents per pound.

A BOARD OF TRADE has been organized at Americus, Ga., with the following officers: Oliver A. Coleman, president; George W. Glover, first vice-president; P. C. Clegg, second vice-president; M. B. Council, third vice-president. These gentlemen, with the addition of Messrs. C. A. Fricker, G. D. Wheatley and A. Rylander, constitute the board of seven directors.

MR. G. C. RANDELL, No. 427 H street, N. W., Washington, a Western mining man, informs the MANUFACTURERS' RECORD that he has discovered a large body of valuable copper near Manassas, Va.



## MECHANICAL.

## New 40-Inch Geared Engine Lathe.

We illustrate herewith one of the various types of engine lathes built by the Fifield

a lever on the back side of the lathe the pinion is instantly thrown in or out of mesh. Fig. 2 shows this gearing in detail.

The bearings are large and long, the cones have broad faces, the head is very strongly back and triple-geared, the gear-

to wear; the important sliding parts are scraped together. Each lathe is furnished with large and small face plate, compound rest, centre rest, full set of screw-cutting gears, countershaft with patent friction pulleys, wrenches, etc.

cluding thirty feet in length. The Fifield Tool Co., which is the successor of George W. Fifield, who for the past twenty-five years has successfully carried on the manufacture of engine lathes in Lowell, has recently been capitalized, and now occupies

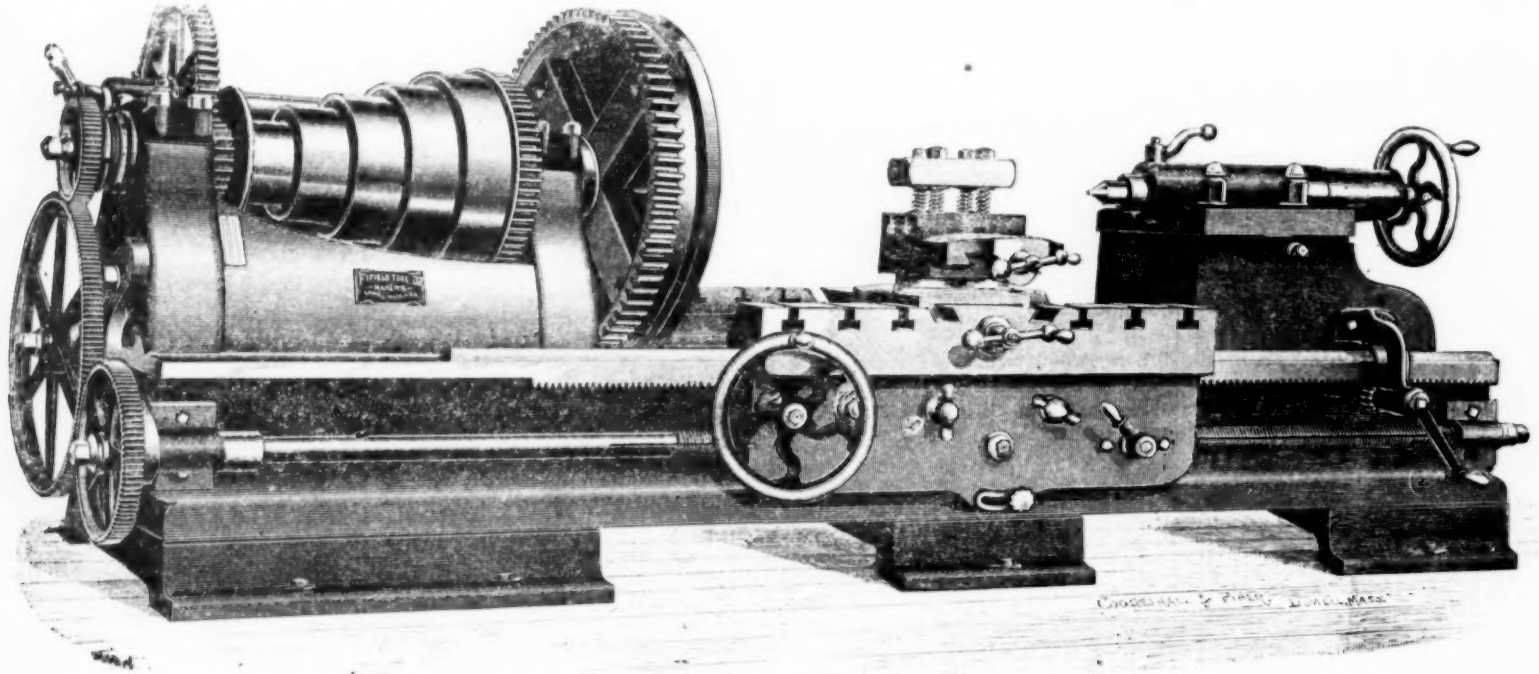


FIG. 1.—NEW 40-INCH GEARED ENGINE LATHE.

Tool Co., Lowell, Mass. The accompanying cut represents a 40-inch-swing lathe on 14-foot bed. It is without doubt one of the most powerful and effective tools now being built by any American builder, and for which accuracy of work, ease of operation and durability to the greatest possible de-

ing cut coarse and is still-running, has full friction feed, inside power cross feed compound rest to move in any horizontal direction, very strong gibbed carriage, screw cutting, and is fitted with open and shut nut, consequently screw and carriage can be connected at any point. The feed is unus-

The general dimensions of this lathe are as follows: Swing overways, forty inches; length of bed, fourteen feet; turns, six feet; weight, about 13,800 pounds; diameter front bearing, seven inches; diameter back bearing, four and three-quarter inches; diameter of spindle through cone, five and a-half

a new, specially-constructed factory containing over two acres of floor space filled with every modern appliance for the manufacture of engine lathes.

The company claims for its lathes superiority in three important points—quality of the several parts, manner in which they are

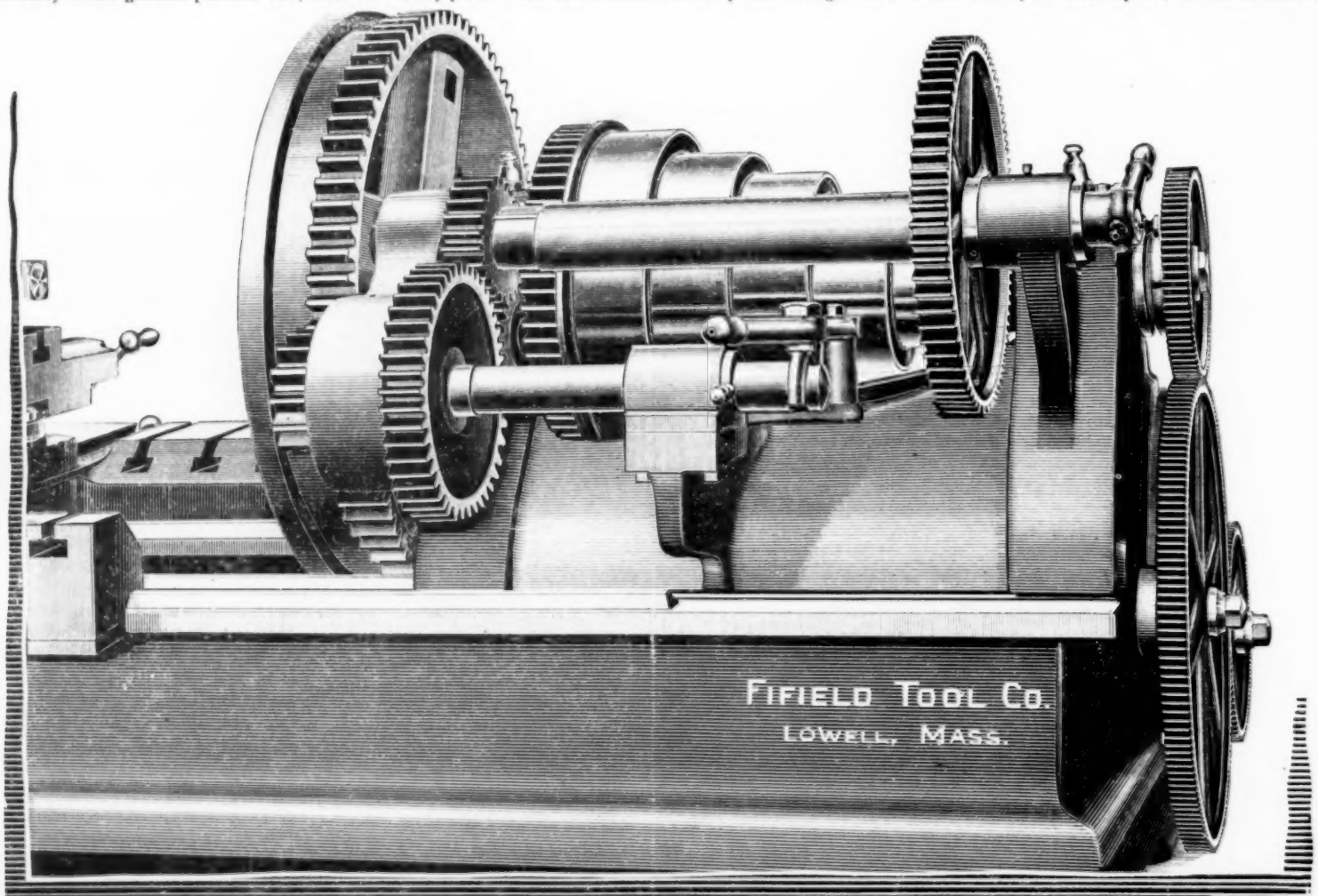


FIG. 2.—NEW 40-INCH GEARED ENGINE LATHE.

gree are claimed. This lathe is triple-geared. The spindle can be driven from open belt by back gears or with the triple gearing, as required. The triple gearing is not shown in Fig. 1, excepting the face-plate gear, but by the simple movement of

ually strong and durable, and changed from right to left, or vice versa, in an instant.

The spindle is forged cast steel; the feed rack and pinion gear for same are of steel (cut from the solid), as well as other parts that require great strength and are exposed

inches; width of cone belt, five inches; distance between head and tail stock V's, twenty-two inches; carriage has solid bearings on ways forty-eight inches. Sizes above 36-inch swing are triple-geared, and beds can be furnished as required up to and in-

set up and results which they demonstrate in actual operation. It also points out that its ability to manufacture each size in lots of twenty-five accomplishes the extreme of economy in cost of production, enabling it to offer the trade a lathe that is as nearly



perfect as it is possible to manufacture. The company will be pleased to answer all inquiries, and will forward catalogues,

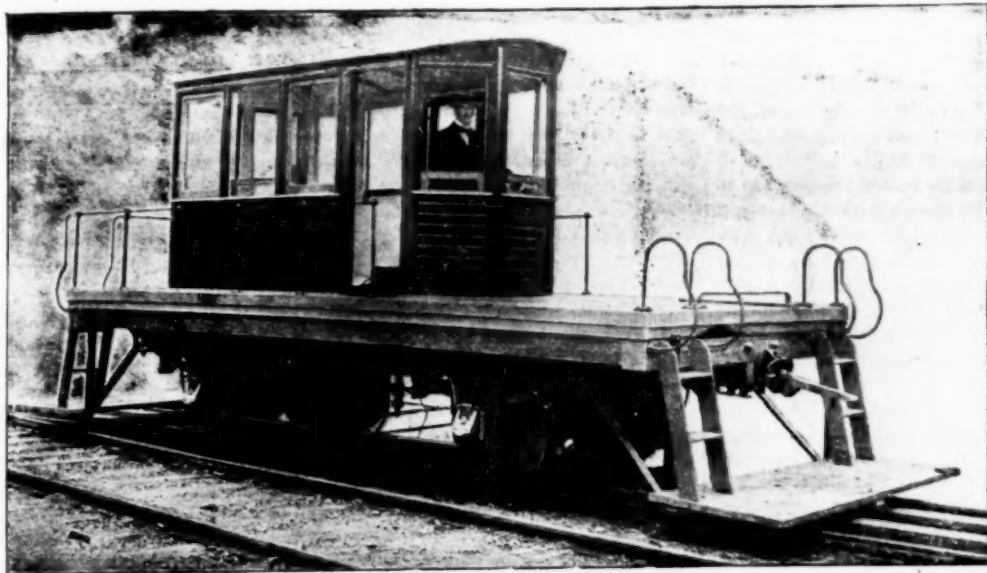
are sufficiently stiff to scrape off any ice which may form upon the track terminals, and should contact not take place at any

tion; that is, the design is such that all strain of chucking the logs and of cutting is taken in straight lines through the heavy

sions, and the pressure-bar is capable of increased manipulation. When set up on either a timber or brick foundation about as shown in the cuts, it delivers the veneer just under the lower edge of the frame at a height for handling, and it is easily accessible for chucking the logs to be cut. This machine is intended for a wide range of work within the limits of logs forty inches diameter, and is of the same general design as the heavier patterns, which cut logs fifty-two inches diameter and are producing solid veneer up to five-eighths inch thick. Further particulars will be found in the printed matter furnished on application by the manufacturer.

#### Aransas Pass Directors Elected.

One of the companies interested in the development of the country in the vicinity of Aransas Pass, Texas, is termed the Aransas Harbor, City & Improvement Co. At a recent meeting of this company held at Topeka, Kans., the following directors were elected: Messrs. Alexander Brown, Lloyd L. Jackson, J. Willcox Brown, Andrew D. Jones, Percy B. McLaren, Walter B. Brooks, Jr., and James Bond, of Baltimore; Howell Jones, C. O. Knowles and J. A. Cole, of Topeka, Kans., and Hon. T. B. Wheeler, of Aransas Pass. Mr. Walter B. Brooks, Jr., was elected pres-



THE WHEELS MOTOR CAR.

photographs and cuts to would-be purchasers who will take the trouble to address the home office at Lowell, Mass.

#### The Wheless Motor Car.

An interesting and practicable method of electric transit is the Wheless system, now owned and being introduced by the Westinghouse Electric & Manufacturing Co., of Pittsburg, Pa. In this system the current is taken up by means of pins and shoes in the roadbed, operated electromagnetically by the passage of the car.

A line on this system has been in use for some time at the yards of the Westinghouse Electric & Manufacturing Co. at East Pittsburg. The accompanying engraving shows one of the motor cars used on this line. It is used for switching loaded cars in and out of the buildings, it being undesirable to use steam locomotives on account of smoke and cinders. The motor will haul several cars as easily as a steam switcher. It has two fifty horse-power motors—one on each axle—and the floor is covered with about three inches of cast iron to give the necessary adhesion. This system has also been installed upon a branch of the Eckington & Soldiers' Home Railroad, about one mile in length, situated upon North Capitol street, beyond New York avenue, Washington, D. C., the system, however, differing from that which we have just described, in that the boxes are placed between the rails instead of to one side, and short sections of flat conductor are used instead of the pins. This

one pin, which, however, is not at all likely, the momentum of the car would carry it over to the next pair. This line costs about \$35,000 per mile of double track.

frame, and there is said to be absolutely no springing, but a very rigid resistance so essential in the production of solid veneers. By a novel construction the main screws,

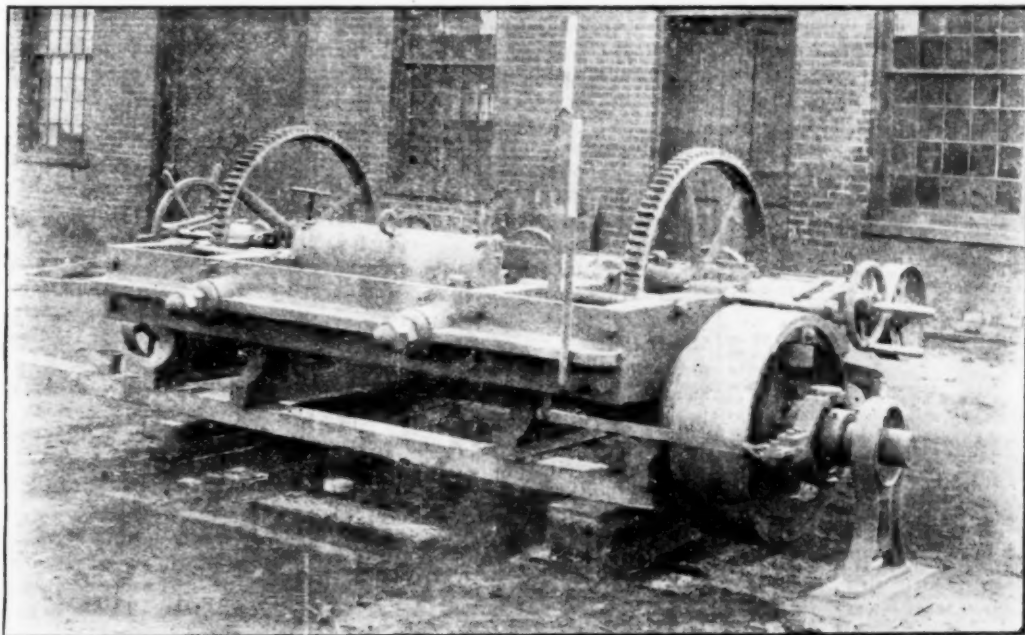


FIG. 1.—“BLAKESLEE” VENEER-CUTTING MACHINE.

#### “Blakeslee” Veneer-Cutting Machine.

We herewith present our readers with front and rear views of a veneer cutting

which are of steel, are threaded their entire length, and the gearing for driving, as well as the large nuts for adjustment, are fitted to the thread, and all wear is concentrated

ident. With one except on the Baltimore directors are the same as those recently elected directors of the Aransas Pass Harbor Co. Both companies have the same president.

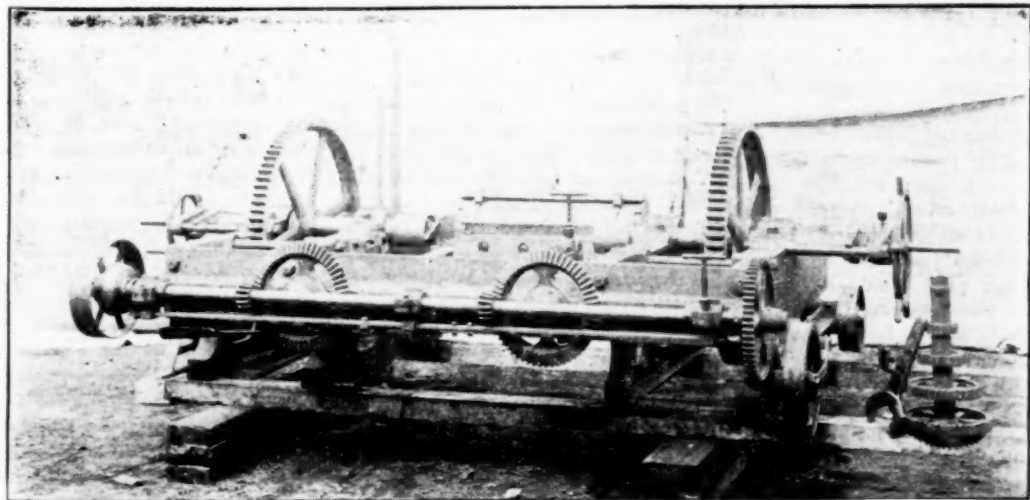


FIG. 2.—“BLAKESLEE” VENEER CUTTING MACHINE.

line has been in operation during the past winter, and traffic upon it was not interrupted at any time by snow or ice. The contact shoes, while not rigidly supported,

machine of new and improved design, recently brought out by the Du Quoin Iron Works Co., of Du Quoin, Ill. This is what might be called a “low-down” construc-

trated upon these parts, leaving the screws of maximum strength and free from variation. The guides that carry the knife and back-roller tables are of increased dimen-

FRANK LESLIE'S POPULAR MONTHLY for September is out in a new dress of type, which, with the artistic cover and the broad, handsome pages, gives the finest possible setting to its numerous pictorial and literary features. These latter are always of a timely and seasonable nature, and in the current number include a fascinating paper upon “Mishaps and Mysteries of the Sea,” by Mary Titcomb, reviewing the world's great marine disasters, and illustrated with drawings by Overend, Davidson, Schell, Burns and Montbard; the idyllic diary of “A Quiet Summer on Lake Maggiore,” by Lena L. Pepper; “A Holiday Trip in Search of Old China,” by Mrs. M. E. Leicester Addis; a charming sketch of outdoor festivity in the South, entitled “Al Fresco,” by Martha McCulloch Williams; an intimate study of “The Factory Towns of England,” by Edward Porritt; “A Chat from Havana,” with some timely pictures, by Anna Cronhjelm Wallberg; “The Romance of Early California,” by J. M. Scanland; “The Story of the Samovar,” by W. S. Harwood.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 80 and 81.]

## Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

## LUMBER MARKET REVIEWS.

## Baltimore.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, August 29.

The local lumber market still continues inactive, with an absence of anything like a healthy tone to general business. The receipts of Southern yellow pine continue less liberal, and stocks are still more than ample for present wants. A fair demand for box lumber has prevailed during the week, and flooring grades are also selling, but the volume of business is generally light. In kiln-dried yellow pine there has been some movement, and manufacturers report a good inquiry from the usual sources. Receipts of yellow pine generally will continue lighter for some time, as some mills in North Carolina and Virginia have stopped shipping and will hold their stock rather than have it sacrificed. The business in white pine is of small proportions, and prices are generally steady, with a fair supply. In hardwoods the market is reported quiet, with very little local demand and out-of-town buyers not purchasing at the moment. The export trade is dull under the unfavorable reports from the European markets. Planing mills are now busy, and box factories and other wood-working concerns report trade as improving.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$16 00@ 18 00
5-4x12 No. 2, " " " " " " " "	17 50@ 18 50
4-4x10 No. 1, " " " " " " " "	16 50@ 17 50
4-4x12 No. 1, " " " " " " " "	17 00@ 17 50
4-4 narrow edge, No. 1, kiln dried..	13 50@ 14 50
4-4 wide edge, " " " " " " " "	18 50@ 19 00
6-4x10 and 12, " " " " " " " "	23 00@ 24 00
4-4 No. 1 edge flooring, air dried..	13 50@ 14 50
4-4 No. 2 edge flooring, " " " " " "	11 50@ 13 50
4-4 No. 1 12-inch stock, " " " " " "	14 00@ 16 00
4-4 No. 2 " " " " " " " "	12 50@ 13 00
4-4 edge box or rough wide " " " "	7 50@ 8 00
4-4 " " (ordin' widths) " " " "	7 00@ 7 50
4-4 " " (narrow) " " " " " "	6 00@ 7 00
4-4 12-inch " " " " " " " "	10 50@ 11 50
3/4 narrow edge " " " " " " " "	6 00@ 7 00
3/4 wide " " " " " " " "	7 00@ 8 00
3/4 12-inch " " " " " " " "	8 25@ 9 25
Small joists, 2 1/2-12, 14 and 16 long.	8 50@ 9 50
Large joists, 3-16 long and up.....	9 50@ 10 50
Scantling, 2x3-16 and up.....	8 50@ 9 50

WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4	48 50@ 50 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@ 44 00
Good edge culls.....	14 00@ 15 00
Good stock.....	16 00@ 17 00

CYPRESS.	
4-4x6, No. 1.....	20 00@ 21 00
4-4x6, No. 2.....	14 00@ 15 00
4-4x6, 16 feet, fencing.....	12 50@ 13 50
4-4x6, rough.....	9 00@ 9 50
4-4 rough edge.....	9 00@ 9 50
4-4 edge, No. 1.....	18 50@ 19 50
4-4 " " No. 2.....	12 50@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	28 50@ 30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@ 32 50

HARDWOODS.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00

Oak.	
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long,	29 00@ 33 00
4-4 " " " " " " " " " " " "	
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@ 55 50
Culls.....	10 00@ 15 00

Poplar.	
Nos. 1 and 2, 5-8.....	24 00@ 25 00
4-4 " " " " " " " " " " " "	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	13 00@ 16 00

SHINGLES.	
Cypress, No. 1 hearts, sawed, 6x20.	7 25@ 7 75
No. 1 saps, sawed, 6x20.....	5 50@ 6 50
No. 1 hearts, shaved, 6x20.....	6 50@ 7 50
No. 1 saps, shaved, 6x20.....	5 25@ 5 50

LATHS.	
White pine.....	3 70@ 3 75
Spruce.....	3 15@ 3 25
Cypress.....	3 15@ 3 25

## Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., August 26.

The lumber business of this port for the current month has shown more activity than usual for midsummer, and the demand at

the moment is fairly active. Prices for all desirable grades of lumber continue steady, with a narrow margin of profit, however, for the manufacturer. The reports from all milling sections adjacent to this city are favorable, and mills are generally well supplied with orders. Values at the close are firmer, with prices as follows: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6 50, and shipping, \$8.50 to \$10.50. The shingle market is steady at \$5 to \$7 per thousand. Among the shipments of lumber during the past week was the schooner Humarock for Boston with 350,000 feet. For New York the following vessels were reported: Schooners J. H. Parker, 400,000 feet; James Boyce, 457,000 feet; Frank O. Dame, 614,000 feet, and Geo. R. Congden, 332,000 feet. The steamship Cherokee took out 37,300 feet of lumber and 834 oak ties with other merchandise, and the Iroquois 830 oak ties. The total shipments of lumber and timber since September 1, 1894, amount to 73,763,075 feet to domestic ports and 878,623 to foreign, making a total to the 23d inst. of 74,641,698, against 54,144,453 feet for the corresponding period last year. Yellow-pine lumber freights are quiet and steady, with rates to New York at \$4.62 1/2 to \$5. New York charters reported last week were a schooner, 502 tons, from Charleston to New York, \$4.75, part cargo of cement out at 16 cents, and two schooners, 209 and 420 tons, from Charleston to New York with ties at or about 15 cents.

## Savannah.

[From our own Correspondent.]

SAVANNAH, GA., August 26.

The week under review has been unusually active in almost every avenue of the lumber industry. The demand from Northern centres for the better grades of lumber is increasing, nearly 4,000,000 feet having been shipped during the past week. Manufacturers consider the outlook very promising for a good fall trade, and, under an active demand, a corresponding advance in prices on certain grades. At all milling centres the situation looks more encouraging, and the various mills are all running at their full capacity. Prices are generally firm for all desirable grades of lumber, and sellers make no concessions from list prices. The market closes, with a good demand, at the following figures: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. Lumber freights are steady, with a fair offering of tonnage. The rates from this and nearby ports in Georgia are quoted at \$4.25 to \$5 50 for a range including Baltimore and Portland, Me. To the West Indies rates are nominal; to Rosario, \$12 to \$13; Buenos Ayres and Montevideo, \$10 to \$11, and to Rio Janeiro, \$14, and to Spanish and Mediterranean ports, \$11.30 to \$11.50. Steamer rates to New York and Philadelphia are quoted at \$7, to Boston \$8 and to Baltimore \$5 per thousand. The clearances of lumber and its product during the past week were as follows: Schooner Morris W. Childs for New York with 371,743 feet pitch pine, and schooner Greenleaf Johnson with 316,976 feet; also by steamer 1,160,000 feet pitch pine and 275,000 shingles; schooner Edward G. Hight for Baltimore with 328,800 feet of pitch pine, and by steamer 220,960 feet; schooner Waltham for Boston with 411,575 feet of pitch pine, and by steamer 216,586 feet and 6960 staves; schooner William H. Allison cleared with 365,000 feet of pitch pine, and by steamer 97,308 feet.

## Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., August 26.

While there is no unusual activity in the lumber and timber market here, there is still a steady demand, resulting in consid-

erable business. Stocks of timber are very light, and should any active demand arise mills would have great difficulty in supplying the necessary stock. The indications are favorable for a good business in lumber during the fall and winter, as there is a good inquiry at the moment from the West Indies, Central and South America and Mexico. The reports from Europe in regard to timber are somewhat more favorable, and it is expected that the market will soon show some improvement, as stocks are getting reduced. Shipments from this port continue, and from the number of charters of vessels reported for September loading the volume of business will show considerable expansion. During the past week the bark Agathe cleared for Dieppe with 850,000 feet of lumber; brig C. C. Sweeney for Boston with 530,000 feet; ship Charles Casman for Liverpool with 49,000 feet of lumber and 1,005,000 feet of sawn timber; bark Kedron for Fecamp with 19,000 feet of lumber and 800,000 feet of sawn timber; ship County of Yarmouth for Hull with 35,000 feet of lumber and 1,510,000 feet of sawn timber. Other vessels cleared during the week with 290,000 feet of lumber and about 2,680,000 feet of sawn timber and 1011 cubic feet of hewn timber. The freight market is steady, with rates not materially changed. The following vessels were chartered in New York during the past week: A Norwegian steamer, 697 tons, from Pensacola to Rio Janeiro at \$16.25, \$2 form, and a British ship, 1383 tons, from Pensacola to Rio Janeiro at \$14.50, \$2 form.

## St. Louis.

[From our own Correspondent.]

ST. LOUIS, MO., August 26.

A continued increase in the volume of business has been the rule during the week in this market, and in all branches of the lumber and timber trade great activity has characterized transactions so far this season. In yellow pine trade is better than usual, and, with the present active demand, stocks throughout the country are becoming much reduced. Heavy orders during the last three months have depleted stocks considerably, and dry lumber is at present somewhat scarce. Prices of yellow pine have all along remained firm, and are at present on the eve of another advance. A number of inquiries have been received during the past week from factories in the North and East, and it is expected that a big trade will come from these sources this fall. The business in white pine is improving, and a good country trade is in progress, while in local orders there has been a slight falling off during the past week. Prices for white pine are firm and hardening, with prospects of an early advance. The demand for hardwoods is fairly active, and, although the fall trade has not set in, there is a good inquiry from furniture factories and railroads. Wagon material has commenced to move freely, and the outlook is good for considerable trade in this line. Cypress is in good demand, and stocks ample for all requirements. Receipts of poplar are liberal, with a fair demand, and prices firm. There is a good demand for white oak, with stocks rather scarce, both at yard and mills. There is a fair business in almost every line of hardwoods, which is expected to improve as the season advances. Articles of incorporation were filed in this city last week by the Holliday-Klotz Land & Lumber Co; the capital stock is \$600,000, divided into 1200 shares of the par value of \$500. The concern will build mills, bridges, railroads and conduct a general lumber business. The incorporators are H. N. Holliday, Eli Klotz, R. J. Medley, C. C. Ramivater and H. G. Anderson.

## Mobile.

[From our own Correspondent.]

MOBILE, ALA., August 26.

The general lumber and timber market is showing considerable activity for this

period of the season, and the demand is fairly active, with prices firm for all desirable grades. The shipments of lumber during the past week aggregated over 1,500,000 feet, and the indications are that the fall and winter business will open earlier than usual. A number of inquiries have been received from Central and South American markets, as also from Mexico, which will likely result in considerable business during the next sixty days. The timber market is fairly active, while shipments continue to be made to Europe, notwithstanding the narrow margin of profit to the shipper. Prices have never been so low at this port for timber as at present, and it is the opinion of the best informed shippers that they will improve early in the fall. The ship Cashier cleared for Grimsby, England, last week with 5558 cubic feet of hewn timber, 15,793 cubic feet of sawn timber and 536,927 superficial feet of lumber; the brig Aldine cleared for Uruguay, South America, with 249,562 feet of lumber; steamer Fulton for Santiago de Cuba with 232,895 feet; steamer Nordstrand for Tampico, Mexico, with 82,219 feet, and brig Cuba for Black river, Jamaica, with 215,000 feet. Hardwoods are very dull, and little or no demand at the moment. The total clearances of lumber from September 1, 1894, to August 23, inclusive, amount to 52,355,155 feet, and for the corresponding period last year 68,406,611 feet. Freight rates are quiet and steady at ruling rates. Lumber to the West Indies is quoted \$5 50 to \$6 in Spanish gold; coastwise, \$5.50 to \$6; River Platte, \$10 to \$11, American gold, and Mexico \$7 to \$7.50. Charters reported in New York last week were as follows: A Norwegian bark, 575 tons, from Mobile or Pascagoula to Rosario \$13, \$2 form; a Norwegian bark, 519 tons, from Mobile or Pascagoula to Buenos Ayres at \$12, \$2 form, and a German bark from Apalachicola to Buenos Ayres at \$12, \$2 form.

## Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, August 24.

The activity previously reported throughout the lumber market of Southeastern Texas still continues uninterrupted, and, in fact, throughout the whole Southwest business is improving. The bountiful crops, now fully assured, is the great factor in moving every industry, while in lumber the situation is very satisfactory, with prospects of an increase in trade during the fall and winter months. The demand from dealers during the past week has been active, and for all classes of building material orders are coming in freely. Dressed lumber is moving freely, while a year ago the demand for planer stock was light, with excessive stocks on hand. The demand at the moment for this class of material is good and stocks are somewhat reduced. The Journal, in its review of the market, says: "There continues also a good demand for railroad material, some of the roads complaining of the delay in filling their orders. The large crops to be hauled this fall have induced the roads to make extensive improvements, and as the traffic is steadily increasing there is naturally anxiety to hasten the work of bettering the roadbed." Prices for all grades of lumber are firm and hardening, and it is stated that an advance may take place in the next two or three weeks. At Orange the movement in lumber continues active, and shipments for the month will be very heavy. Shingles are in good demand and prices firm, with another advance in values to take place about the 1st of September. The export lumber trade is fairly active. The schooner Eel cleared from Sabine Pass for the southern coast of Mexico last Saturday with a cargo of lumber, and the Senator Sullivan will clear today with 610,000 feet for Tampico. The steamship Sumiva will clear today for Jamaica with a cargo furnished by the Reliance Lumber



Co., of this place. The schooner Jennie Woodside will finish her cargo of \$50,000 feet and clear next Saturday for Santos, South America. The schooner Mary is loading and will take a cargo of lumber to one of the coast towns of Mexico.

#### Lumber Notes.

THE heading factory of Lide & Harris, at Johnson City, Tenn., is now running at full capacity. It makes nothing but barrel heads of all sizes.

I. S. BAILEY & Co., of Douglas, Ga., are laying down a branch tram railway within two miles of Douglas to handle timber for their mill at McDonalds.

THE Kindling Wood Factory at Georgetown, S. C., commenced operations on Monday last. The first shipment to England will be made by the next Clyde steamer via New York.

THE directors of the Eagle Furniture Co., of High Point, N. C., have decided to double the capacity of its plant and erect two more large buildings. The factory is managed by W. H. Ragan.

IT is stated that the M. L. Rumbarger Lumber Co., of Dobbin, W. Va., is preparing to build fifteen miles of railroad which will tap a large tract of timber land at the head of Stony river.

THE Hagerstown Furniture Co., at Hagerstown, Md., was burned Monday last; a quantity of lumber and much valuable machinery was destroyed. The loss is estimated at about \$18,000, with about \$7,000 insurance.

A DECREE for the sale of the big plant of the Florence Wagon Co., of Florence, Ala., was entered last week by the consent of all parties interested. The receiver will receive bids up to December 15, and in the meantime the plant will continue in operation.

A. BLUMER & SON, of Moss Point, Miss., have purchased the mills belonging to Derall & Ellis and Jordon & Jordon, of Ellsville, Miss., which, it is understood, they will convert into a spoke factory, an enterprise which is much needed at that point.

THE receipts of lumber and products at the port of Norfolk for July, as reported by Mr. Samuel P. Borum, secretary of the Chamber of Commerce, are as follows: Lumber, 33,144,015 feet; logs, 12,173,956 feet; staves, 226,000; shingles, 3,294,050, and railroad ties, 2043.

THE schooner Fanny Arthur sailed on the 24th inst. from Galveston for New Orleans. The Arthur will tow up the Mississippi river to Baton Rouge, La., where she will load lumber for an eastern port. She will be the first sea-going vessel that ever undertook to load cargo as high up the river as Baton Rouge.

THE schooners Edna & Emma, Rebecca R. Douglass, Warren B. Potter and J. C. Cottingham arrived at Georgetown, S. C., on the 23d inst., and will load with cross-ties, lumber and shingles. The schooner Percy W. Schall sailed for New York with a cargo of cypress shingles.

A MEETING of the Texas and Louisiana Lumber Manufacturers' Association was held in Houston, Texas, on the 19th inst. The reports showed that the outlook is more encouraging than it has been for years past. Prices have stiffened up, and the prospects for the fall trade are very flattering. There is a free demand for lumber of all kinds, with large quantities exported to Mexico and Central America.

IT is stated that suits aggregating \$500,000 will be filed by the government against certain parties for what is known as wild-cat chopping in South Alabama. Special Agent Forbes has forwarded to Washington a report of depredations said to have been committed on government timber lands. It is claimed that the evidence

shows that off 2300 acres of pine-forest land 13,654 trees, yielding over 5,000,000 feet of lumber, have been cut.

BRUNSWICK, GA., is sharing in the improvement in the lumber market throughout the South, and the volume of business during August shows a marked increase over the previous month. Among the arrivals are the schooners Ebenezer Haggett and Lizzie B. Willey, to load lumber for New York; schooners Thelma, Frank W. Howe and Viola for Boston; Elisha Gibbs for Providence, R. I. Among the clearances were the bark Pedro Grise for Cadiz with 299,000 feet of lumber; schooners Annie L. Hender-on with 350,000 feet of lumber and Ella M. Willey with a full cargo of lumber, both for Providence, R. I. The bark H. L. Routh cleared for Perth Amboy, N. J., with 15,100 crossties from Wheelwright & Co.

THE lumbermen interested in cottonwood lumber held a meeting in Memphis on the 21st inst. and completed their organization under the name of the Mississippi Valley Cottonwood Association. F. C. Creeland, of Cairo, Ill., was elected president, and George D. Burgess, of Cairo, secretary and treasurer, and the following board of directors was chosen: H. C. Bagby, Missouri; H. A. Taylor, Kentucky; H. Gray, Illinois; Phineas Kimball and R. E. Wilson, Arkansas; Claude Moore and R. T. Cooper, Tennessee, and Clarence Boyle, Mississippi. The headquarters will be at Memphis, and the annual meetings on the second Wednesday in August. Anyone is eligible to membership who controls the output of mills.

#### Working for the South.

[Willis (Texas) Index.]

THE MANUFACTURERS' RECORD, founded by R. H. and W. H. Edmonds, Baltimore, has for years been a potent factor in the development and upbuilding of the South. It is the pioneer in the field of Southern industrial literature. Its success on the lines it has chosen has been phenomenal. In reaching its present commanding position among the leading journals of the country it has rendered invaluable service to the Southern States and people.

Whilst achieving fortune for itself, it has brought fortune to the cause it has so ably and zealously espoused. Its accomplished editors were the first to enter the lists as the avowed and special champions of the South. They boldly proclaimed to a doubting and disbelieving world that the sun in his wide circuit did not shine upon a nobler people or a fairer land. In season and out of season they have made good that contention. When calumny and slander covered the name and fame of the South as with a cloud, when dejection akin to despair fell upon the hearts of our people, they commenced their well-conceived and well-executed campaign of education.

From that day of despondency and doubt to this good time they have stood with shield uplifted and lance at rest. The accusers and defamers of the South have been met at every point of assault. They have successfully parried every thrust, and triumphantly maintained each advanced position. Equipped with facts and figures too strong to be assailed, they joined battle with the forces of prejudice and ignorance, and in the forum of reason and argument they have at last carried the day and won a victory signal as it is complete. The marvelous industrial revival now witnessed in every State and section of the South is eloquent testimony, as it is an enduring monument to the intelligent foresight and well-directed energies of the founders of the MANUFACTURERS' RECORD.

In this transformation scene these pioneers of Southern development can read their vindication and find their reward. The rare pleasure is theirs to see the cher-

ished prophecies of yesterday the glorious history of today.

The spirit of public enterprise and loyalty to Southern interests that created the MANUFACTURERS' RECORD has projected another journal no less worthy in its aims, and whose promise of success in the unoccupied field it has chosen seems already assured. The *Southern States* is a monthly magazine edited by Mr. W. H. Edmonds, and devoted exclusively to the agricultural, horticultural and real-estate interests of the South. It is a sort of twin sister or supplemental working mate of the MANUFACTURERS' RECORD. It is destined to be a powerful agency in advertising the advantages and inducements of the South to the attention of the investor of capital and the seekers of homes. A notable feature of this publication is a department dedicated to communications of Northern men who have established homes in the South. It is a sort of forum where opinions are expressed and facts revealed—such opinions and such facts as are certain to attract the eye and control the judgment of the Northern reader. For he can find here what he most craves—the experiences of his quondam neighbor, who has linked his fortunes with people he had been taught to suspect and distrust, but whom, on acquaintance, he declares to be all that he could desire. The letters which have already appeared in this forum of the *Southern States* are full of suggestions. They are a commentary upon the silly and senseless stories which for years inflamed Northern prejudice and perverted Northern judgment. From every Southern State and section comes declarations of surprise and satisfaction. These Northern settlers, according to these letters, find not only their physical environment to their taste, but the social and civil institutions of the South are commended in unstinted terms. The effect of such proclamations of content and prosperity by the pioneers in this army of industrial invasion cannot fail to have a most salutary influence.

The Edmonds brothers are to be congratulated upon this new departure. It is in line, however, with the keen discernment and wise forecast that have distinguished their career of journalistic success and triumphs.

#### TRADE NOTES.

IN the article published last week on an improved type of oil engines, the address of the De La Vergne Refrigerating Machine Co., which is building in this country the Hornsby-Akroyd engine, described in the article, was omitted. The company is located in New York city, and will furnish on application any further details that may be desired.

AMERICA'S magazines and their relation to the advertiser are treated in a bright and crispy way in a little book issued by Lord & Thomas, of Chicago, Ill. This firm is well qualified to speak on the subject of advertising, and the practical talks given will afford some useful hints to those appreciating the value of judicious advertising and are looking for good suggestions on the subject.

TOWNER & Co., of Memphis, Tenn., selling agents for the Boston Belting Co., are controlling a large share of Southern trade. Recently this firm secured contract for furnishing the new oil mill at Greenville, Miss., with the entire outfit of leather belting, including a heavy double leather belt twenty-two inches wide and 116 feet long. Another order from one of the largest lumber mills in Arkansas was for a 24 inch eight ply Imperial stitched brand of rubber belt sixty-eight feet long. Saw mill men are showing a liberal preference for this brand of belting, and the energetic policy of Towner & Co. is capturing a large patronage.

RULES and tables for the equalization of power developed in the cylinders of compound engines are given in a pamphlet issued by the Philadelphia Engineering Works, of Philadelphia, Pa. The pamphlet explains that in order to secure good regulation and economy in bi-compound engines it is desirable that throughout the range of work for which they are designed the two cylinders should develop practically the same power. This can be done by intelligently controlling the cut-off of both cylinders and adjusting the leverages of the governor to each, while in the triple-expansion engines it is only necessary to control

the cut-off in the high and the intermediate cylinders. A simple way of arriving at the proper expansions in each cylinder is given, and diagrams and tables are used to explain the subject.

A SHORT time ago the newspapers devoted considerable space to a description and in some cases illustrations of a new launch which President Cleveland had purchased and taken down to Buzzard's Bay. They did not, however, all mention the fact that the very attractive perforated rubber mats used aboard the craft were furnished by the New Jersey Car Spring & Rubber Co., of Jersey City, N. J. The company received the order direct from Buzzard's Bay and assumes that the President said: "I want new perforated mats for this new launch, and must have the best. The proper place to get them is the New Jersey Car Spring & Rubber Co."

THE Westinghouse Machine Co. reports business active and the outlook very flattering. Orders for compound engines the past month include one 250 horse power to Whittenton Manufacturing Co., Taunton, Mass.; one 100 horse power and one 125 horse power to American Hydraulic Dredging Co., East Douglas, Mass.; one eighty horse power and one 100 horse power to Sioux Consolidated Mining Co., Mammoth, Utah; one 200 horse power to Wendell & Smith, Overbrook, Pa.; two eighty horse power to Upper Peninsula Hospital for the Insane, Newberry, Mich.; four 250 horse power to United States Capitol building, Washington, D. C.; one 250 horse power to Connellsville Electric Light Co., Connellsville, Pa.; one 250 horse power to Belvidere (Ill.) Electric Co.; three 100 horse power to Carnegie Library building, Pittsburgh, Pa.; one 125 horse power to Hackensack (N. J.) Gas & Electric Co.; one 300 horse power to Wilkesburg (Pa.) Electric Co.; one 250 horse power to Sing Sing (N. Y.) Electric Co.; one 200 horse power to Gloversville (N. Y.) Electric Co. In addition to the above, the increased number of orders for "Standard" and "Junior" automatic engines indicates a general revival in all branches of manufacturing.

WHAT is said to be the largest automatic wire-straightening and cutting machine ever built in America was recently completed at the works of John Adt & Son, New Haven, Conn., of which F. B. Shuster is now proprietor. It is designed for straightening and cutting in lengths of twenty-one feet and shorter brass, copper and steel wire from three eighths to five-eighths of an inch in diameter. The big machine is of such enormous length that it was impossible to obtain a car long enough upon which it could be shipped. To obviate this it was necessary to build it in two sections, thereby allowing the machine to be shipped and handled to better advantage. Its weight is over two and one half tons. The mechanical force at the Adt factory has been increased nearly 25 per cent since the new proprietor took hold, and as the outlook now is, the force will be increased as much more in a short while. The style of the machines built at this manufactory has been changed and improved and new features added by the enterprising proprietor, which are meeting with great approval from those who are using these machines, including concerns not only in the United States, but as well in England, Scotland, Norway, Sweden, France, Canada, Mexico, and in fact, in all civilized countries of the globe.

A NEW and up to date steamer will be put on the line of the Cleveland & Buffalo Transit Co. next year. This company has contracted for a mammoth side wheel steel steamer of the highest grade, containing every known requirement and device for strength and safety, and to be completed and ready for service at the opening of navigation in 1896. This steamer will, it is stated, in size, speed and elegance by far surpass any steamer of its class ever constructed for lake service. In fact, it can justly be termed "the leviathan of the great lakes." The hull will be constructed of open hearth steel of the best character known for shipbuilding. Steel will be used in its construction to the greatest practicable extent. The saloons will contain an upper and lower tier of 160 commodious staterooms, parlors with bathrooms, lavatories, etc. In addition there will be a number of single berths in the forward part of the ship, which will greatly augment the sleeping capacity, being thus able to take care of some 600 people in berths. Particular attention will be given to the social hall, as that part of the main deck is called where passengers first step on the boat. This will be finished in beautifully-carved hardwood and decorations in keeping with the main saloon. The dining room below the main deck will be finished in hardwood and decorated in high art, and will be reached by a magnificent stairway from the social hall. The kitchen and pantry will occupy a compartment just forward of the dining-room, complete with every device to enable the company to maintain its excellent reputation for the service of high-class meals on the European plan. For comparison, the famous side-wheelers of the Fall River Line can be cited. As to size, a fair idea of this can be arrived at when it is known that the freight capacity on the main deck will be 800 tons, and the passenger capacity, under United States inspection, 3000.



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under the head of "Machinery Wanted."

†In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Birmingham—Steel Plant.**—A dispatch from Birmingham says: "Eugene F. Enslen and several associates are in Chicago arranging to form a company to make steel here. It is stated that the proposition is that the outside parties shall put up \$100,000, and local parties will add to that the Jefferson Steel Works, formerly known as the Henderson Steel Plant, and sufficient money to make a company with the plant, and \$150,000 to \$200,000 with which to refit the plant and begin operations on a good surplus. From Chicago Mr. Enslen will go to Pittsburg on the same errand."

**Birmingham—Sheet Mill.**—The Birmingham Rolling Mill Co. has purchased boiler and all the machinery necessary for a five-bed mill and a sheet mill, which are now being installed.

**Birmingham—Compress.**—Inman & Co. will repair and operate the Birmingham compress.

**Demopolis—Cotton Mill.**—A cotton-mill company is being organized. Jno. C. Webb can probably give information.

**Pruittton—Flour Mill.**—Tom D. Pruitt will double his flour mill next season.

## ARKANSAS.

**Farmington—Flour Mill.**—W. C. Cravens has enlarged his flour mill.

**Morrilton—Compress.**—The St. Louis (Mo.) Cotton Compress Co. is erecting a plant.

**Newport—Compress.**—The St. Louis (Mo.) Cotton Compress Co. is building a plant.

## FLORIDA.

**Jacksonville—Commercial Company.**—The Alabama Coal & Commercial Co., to buy, transport and sell coal, wood, shingles, etc., has been incorporated by W. C. Toomer, J. M. Des Rochers, Chas. N. Weishaar; capital stock \$50,000.

**Lake Butler—Brick Works.**—It is reported that Frazier & Colson are building brick works.

**Lake Weir—Cannery.**—A cannery will be erected. Henry Volkman, of Torrington, Conn., can inform.

**Ocala—Fertilizer Works.**—A company is being organized to establish chemical fertilizer works. G. M. Wells is interested.

**St. Augustine—Manufacturing.**—George F. Miles is organizing a manufacturing company.

**St. Augustine—Gas Plant.**—The St. Augustine Gas Co. will build a new gasometer, put in two engines and other machinery.

**St. Mark's—Shingle Mill.**—Report says that the Graham cypress shingle mills will resume operations.

**Tampa—Brick Works.**—A company has been organized with Syd B. Sturdivant, president; David L. Ferguson, vice president, and David S. Williams, secretary-treasurer, to erect a brick plant; capital stock is \$20,000; capacity will be 10,000 daily.

## GEORGIA.

**Americus—Mercantile.**—Jno. Windsor, C. R. Whitley and others have incorporated the Whitley Grocery Co. with a capital stock of \$30,000.

**Athens—Electric-power Plant.**—The Athens Street Railway Co. is progressing with its power plant near Athens. The machinery has been purchased at a cost of \$40,000, and will be installed as soon as possible.

**Atlanta—Stone and Tile Company.**—Jacob F. St. John, Charles W. Hubner and Samuel W. Goode have applied for charter for the Georgia Tile & Artificial Stone Co. for the purpose of paving streets and to manufacture stone piping and other such goods. The capital is \$1200.

**Canton—Gold mining.**—A. B. Coggins is developing the Coggins mine in search of a gold vein.

**Columbus—Chewing-gum Factory.**—The Ragland Manufacturing Co., of Atlanta, has removed its factory to Columbus and put in more machinery.

**Cordale—Lumber Plant.**—C. M. Killian, J. Lee Ensign and W. C. Simmons have incorporated the Ensign Lumber Co. with a capital stock of \$10,000 for manufacturing lumber, etc.

**Dahlonaga—Gold Mine.**—Jno. Huff and Jacob Loggins have leased and will develop the Calhoun gold mine.

**Macon—Electric-light Plant.**—An electric light plant will be erected.

**Midville—Cotton Mill.**—Allen W. Jones will build a yarn mill next spring.

**Senola—Saddlery.**—A. G. Couch, W. W. Banks, W. B. Edwards, Jr., and J. T. Edwards have incorporated the Couch-Banks Manufacturing Co. to manufacture harness, saddles, etc., with a capital stock of \$10,000.

**Toccoa—Cotton Mill.**—A \$100,000 cotton mill is proposed.

**Toccoa—Cotton Mill.**—A company is being formed to erect a cotton mill.

**Waynesboro—Electric-light Plant.**—Wilkins, Neely & Jones have contracted for an electric-light plant.

## KENTUCKY.

**Cornishville—Flour Mill.**—The Cornishville Mill Co. is enlarging its mill from forty to 60 barrel plant, adding steam dryer, two dressers, etc.

**Covington—Safe Works.**—The Eureka Safe Co., of 130 West Front street, Cincinnati, will remove its safe works to Covington.

**Elizabethtown—Water Works.**—The city has awarded contract to Herbert & Lapyre, of Chattanooga, for its new water works at \$14,747.75.

**Hawesville—Coal Mines.**—The Falcon Coal Co. has been sinking a shaft for three months and recently struck a four-foot vein. The company will purchase machinery immediately and proceed to operate the mine; R. B. Pierce, president, with headquarters at Cloverport.

**Louisville—Linen Mill.**—Frank N. Borries is operating a linen mill of twenty-four narrow looms.

**Louisville—Tobacco Works.**—The Main-street plant of the National Tobacco Works, idle nearly a year, will resume operations at once, employing 1200 men.

**Maysville—Pulley Works.**—Work is progressing on the Sprinkle Pulley Works. Main building is two stories high, 126x55 feet, with engine and boiler-room 34x37 feet, and dryhouse 18x45 feet.

**Maysville—Shoe Factory.**—Hamberger Bros. have purchased and will operate the Maysville Shoe Factory; expect to increase working force.

**Middlesborough—Woodworking Plant.**—J. S. Coleman, of the Royer Wheel Co., of Cincinnati, contemplates establishing a plant in Kentucky.

**Mud River—Engine-house, etc.**—The Mud River Coal & Coke Co. will rebuild its burned engine-house and track scales.

**Paintsville—Coal Mines.**—The Big Sandy Coal Co., with a capital of \$20,000, has been organized by John C. C. Mayo and C. W. Dixon, C. K. Lawrence, of West Superior, Wis.; G. W. Gray, of Philadelphia, Pa.; E. S. Merritt, of Duluth, Minn., and M. H. Houston and J. B. Hatton, of Catlettsburg. The company owns 20,000 acres of coking coal in Pike county, 11,000 acres of coal land in Floyd county and 6000 acres of fine cannel coal land in Johnson county.

**Shelbyville—Creamery.**—Thomas M. Glass and Jesse Burk will establish a creamery.

**Wickliffe—Coal.**—Aaron D. Lanning is prospecting for coal near Wickliffe.

## LOUISIANA.

**Avondale—Warehouses.**—J. A. Andrews has contracts for New Orleans & Western Railroad improvements. A warehouse to hold over 200,000 bales of cotton will be built.

**Kentwood—Lumber Plant.**—The Banner Lumber Co. has purchased the Isabella lumber plant and is improving same.

**Lake Providence—Lumber Plant.**—The Providence Lumber Co. has lately enlarged its plant, putting in new saw mill and set of boilers.

**New Orleans—Bicycle Works.**—Robert W. Abbott is organizing a \$100,000 company to build bicycle works.

**New Orleans—Oil Well.**—The Rush Point (La) oil mill lately bought by R. D. Winship and others will be removed to New Orleans.

## MARYLAND.

**Baltimore—Land.**—The Standard Real Estate Investment Co. has been incorporated by Richard M. Duvall, Wm. B. Ehlen, Roger A. Frey, Joshua S. Rawlings and Henry H. Heald. The capital stock is \$50,000.

**Baltimore—Novelty Works.**—The Wilson Manufacturing Co., for making and selling a patent bread stamp and a patent steam cooker, has been incorporated by Harry M. Wilson, Charles A. Shaffer, Albion L. Mellon, Richard M. Shaffer and Francis P. Curtis. The capital stock is \$30,000.

**Cockeysville—Distillery.**—The Sherwood Distilling Co.'s plant has been undergoing repairs and improvements, and will start up again early in the fall.

**Oella—Woolen Mill.**—Wm. J. Dickey & Sons will erect addition to their woolen mill.

**Westminster—Electrical Works.**—A company has made proposition for establishing electrical works.

## MISSISSIPPI.

**Ellisville—Grist Mill and Gin.**—P. E. Blumer, of Moss Point, has purchased the steam cotton gin and grist mill.

**Greenville—Cotton Press and Gins.**—Joshua Skinner will erect a compress and probably enlarge his gin.

**West Point—Lumber Plant.**—J. R. Shoffner & Co. expect to build a larger mill than present one (15,000 feet daily).

## MISSOURI.

**Argentine—Lands.**—The New York Syndicate & Land Co., which proposes to buy and sell lands and establish town-sites, has been organized and application made for a charter. The capital stock is \$100,000, and the officers are: President, J. T. Sedgwick; secretary, Samuel F. Felter, and treasurer, J. F. Barker.

**Hermann—Electric-light Company.**—Incorporated: The Hermann Electric Light Co., capital \$8000, by George Mittendorf, Theodore Graf, F. Frank and others.

**Joplin—Foundry.**—Fred. Hamm will build a foundry to cost \$6000.

**Joplin—Smelter.**—L. B. Stevenson, of St. Louis, and W. H. R. Dubois, of Pittsburg, have organized company to build a zinc-smelting plant, probably at Joplin.

**Kansas City—Stone Company.**—Incorporated: The Ozark Stone & Lime Co., capital stock \$40,000, by H. E. Stillwell, George Mathews, Robert B. Cone, Frank B. Stillwell and William L. Mott.

**Kansas City—Soap Factory.**—Morris & Butt have equipped a soap factory.

**Kansas City—Mills.**—Incorporated: The G. G. Rounds Milling Co., capital \$3000, by G. G. Rounds, J. C. Moral and J. T. Clayton.

**Kansas City—Gas and Electric Plant.**—The American Incandescent Gas Co., capital stock \$1,000,000, has been incorporated to manufacture and distribute gas and electricity for lighting, heating and motive power. Thomas Hennessey, of Grand Falls, S. D., is one of the principal incorporators.

**Nevada—Electric Lights.**—George Dudley, of St. Louis, has been granted a franchise by the city council to put in fifty electric lights at \$75 per year.

**St. Louis—Electric-light Company.**—Incorporated: The International Electric Light Co., capital stock \$15,000, by J. M. Darey, George S. Delisle, H. B. Russell, H. E. Chandler and H. G. Ferguson.

**St. Louis—Cotton Mill.**—Birdseye & McCormack have bought the St. Louis Cotton Manufacturing Co.'s plant, will expend \$10,000 and operate it.

**Wellston—Pharmacy.**—Incorporated: The Wellston Pharmacy Co., capital \$2000, by H. B. Surkamp, Fred A. Moses and Richard B. Miller.

## NORTH CAROLINA.

**Asheville—Dye Plant.**—The Asheville Cotton Mills has put in new dyeing machinery.

**Bessemer City—Cotton Mill.**—S. J. Durham, of Dallas, N. C., will equip a cotton mill in Bessemer City.

**Charlotte—Flour Mills, etc.**—The Mecklenburg Mills Co. has been incorporated by Lee H. Battle, T. W. Harris and T. B. Renalds for the purpose of operating flour and corn mills, etc.; capital stock \$10,000. This company will operate the Battle & Harris mill lately reported as to be built.

**Cummock (P. O. Egypt)—Coal Mines.**—The Langdon-Henszey Coal Co. has opened a new shaft.

**Cummock (P. O. Egypt)—Electric-light Plant.**—An electric light plant will be installed.

**Fayetteville—Cotton Mill.**—A movement is afoot for erection of a cotton mill.

**Fork Creek—Saw Mill.**—James Baldwin is erecting a saw mill.

**Fork Creek—Woodworking Plant.**—J. E. Kandy has recently completed a shuttle, spoke and handle mill.

**High Point—Furniture Factory.**—The Eagle Furniture Co. will erect additions and double its plant; W. H. Ragan, manager.

**Liverpool—Cotton Mill.**—The new 120-loom mill has been completed.

**Mt. Airy—Flour Mill.**—A. Allred & Son will rebuild their burned flour mill.\*

**Mt. Airy—Woolen Mill.**—A. Allred & Son will rebuild their woolen mill next year.

**New Berne—Lumber Plant.**—The Pine Lumber Co. has bought the Scheelky planing mill and dry-kiln for \$8500.

**Newton—Hosiery Mill.**—The Myer Hosiery Mill, at Valdeese, already noted as to remove to Newton, will be enlarged. S. M. Finger, J. C. White-side and others are interested.

**Scotland Neck—Electric-light Plant.**—Contract for electric-light plant awarded to Maurice Thomas, of Richmond, Va.

**Tarboro—Cotton Mill.**—A new cotton mill is talked of.

**Tarboro—Telephone System.**—A telephone company is being organized.

**Weldon—Corn Mill.**—The new Weldon Corn Mill Co. has placed its capital stock at \$5000, with privilege of increase to \$25,000; W. W. Wiggins, secretary.

**Wilmington—Oil Plant.**—The Standard Oil Co. will enlarge its oil and cooperage plant.

**Wilmington—Telephone Lines.**—The Interstate Telephone & Telegraph Co. has received its franchise, and will arrange for construction work at once; L. L. Pritchard, manager.

## SOUTH CAROLINA.

**Anderson—Cotton Mill.**—A cotton-mill company of \$250,000 capital is being organized. Subscriptions for \$30,000 have been obtained. H. H. Watkins and J. J. Fretwell can be addressed.

**Laurens—Water-power.**—Jos. Johnson, of Spartanburg, is reported as organizing a company to develop water-power.

**Piedmont—Gold Mine.**—W. M. Huff has found gold deposits.

**Spartanburg—Soap Factory.**—The Spartanburg Soap Factory will put in more machinery.

## TENNESSEE.

**Clinch—Silver Mines.**—The Clinch River Mining Co. is opening silver and copper mines.

**Dayton—Furnace.**—The Dayton Coal & Iron Co. will put its furnace in blast in September.

**Harriman—Tile Works.**—The Emory Brick Co. proposes to put in machinery for manufacturing drain tiles.\*

**Memphis—Telephone System.**—The Memphis Telephone Co. has obtained permits to construct system.

**Memphis—Vehicle Works.**—The Snyder & Son Co., of Piqua, Ohio, will establish in Memphis a plant for manufacturing whiffletrees, spokes, shafts, poles and other wagon material. At first a building 200x60, two stories, boiler and engine rooms attached, will be built.

**Morristown—Water Works.**—Contract for constructing the city's water works has been awarded to the J. N. Hazelhurst Co., of Atlanta, for \$33,000.

**Nashville—Bicycle Works.**—The erection of bicycle works is talked of.

**Nashville—Telephone System.**—A new telephone company is being organized, and J. E. Thompson, of Murfreesboro, is interested.

## TEXAS.

**Alvarado—Compress, etc.**—Chartered: The Alvarado Compress & Warehouse Co., capital stock \$60,000, by Gus McKemic, J. A. Stanfield, Will McKemic, Robert McKemic and M. A. Joy.

**Clarksville—Oil Mill.**—The Clarksville Cotton Oil Co., lately chartered, will build an oil mill, and has purchased the machinery.

**Ft. Worth—Electric-light Plant.**—J. H. White contemplates building an electric-light plant.

**Fort Worth—Mercantile.**—Incorporated: L. E. Menefee & Co., wholesale and retail lumber dealers, capital stock \$25,000, by L. E. Menefee, O. R. Menefee and L. O. Hall.

**Hubbard City—Compress, etc.**—The Hubbard City Gin & Compress Co. has filed its charter, fixing capital stock at \$10,000; incorporators, C. A. Botsford, W. A. Collier and S. M. Ball.

**Houston—Compress Company.**—Chartered: The Pride of Texas Hay Press Co., capital stock \$10,000.



ooo, by T. M. Rabb, L. F. Gressett and C. R. Miller, of Ballinger.

**Houston—Tailors.**—K. H. Cawthon, T. P. Buffington and W. W. Wilson have incorporated the Cawthon Tailoring Co. with a capital stock of \$5,000.

**Manor—Water Supply.**—A company will be formed to bore an artesian well.

**Richmond—Water Works.**—The construction of water supply is talked of.

**San Antonio—Canal.**—Work has been commenced by the Bexar Irrigation Canal Co. on its canal, which is to cost \$20,000 and irrigate 4,000 acres of land.

**West—Compress.**—J. G. Martin, S. M. Hall and C. H. Rotstord have incorporated the West Gin & Compress Co. with a capital stock of \$10,000.

#### VIRGINIA.

**Alexandria—Iron Works.**—The Dickinson & Randall Rail Joint Box Co. for manufacturing railroad boxes, etc., has been incorporated by Charles Dickinson, J. C. Watson, Alex. Grant, R. P. Brown, D. T. Burtwell, Washington, D. C.; capital stock \$50,000.

**Charlottesville—Shoe Factory.**—Robt. M. Ingalls, of Louisville, is in correspondence with Thomas & Waddell relative to locating shoe factory to employ 200 hands.

**Clifton Forge—Iron Mines.**—W. W. Sadler has leased several thousand acres of iron-ore lands in Alleghany county, and will develop same.

**Fredericksburg—Gold Mine.**—Thos. A. Turner, of New York, is reported to have said that the Horsepin gold mine will be reopened.

**Intermont—Tannery.**—Thos. Cover & Son's new tannery is nearly completed. It is to have a capacity of 100 heavy Texas hides per day, 10,000 tons of bark per year and work 150 men.

**Luray—Jail.**—Contract for the new jail has been let to the Maney Manufacturing Co., of Dalton, Ga., at \$6484.

**Lynchburg—Zinc Works.**—Pettit & Dripps, of Washington, D. C., expect to start up soon the Washington Zinc Works, which they purchased.

**Max Meadows—Furnace.**—The Pulaski Iron Co. has leased the Max Meadows furnace and will put it in blast by October 1; extensive repairs will be made at once.

**Monterey—Saw Mill.**—Edward Matheny is putting up a saw mill.

**Natural Bridge—Quarry.**—Edward Dillon & Co., of Eagle Rock, have purchased and will work a rock quarry.

**Norfolk—Water Supply.**—The water commissioners have purchased site for the additional gangwell system, for which \$20,000 has been appropriated.

**Richmond—Power-house.**—The Richmond Traction Co. (care of J. S. Williams) will build a power-house.

**Richmond—Tobacco Company.**—Chartered: The Gorman-Campbell Tobacco Co., capital stock \$50,000; John N. Gorman, of Chesterfield, president; Hugh Campbell, secretary and treasurer.

**Roanoke—Tobacco Works.**—Chartered: The Eliason-Nicholson Tobacco Co. with capital stock \$5,000; president, G. H. Eliason; vice president, H. Q. Nicholson; treasurer, G. P. Eliason; secretary and general manager, J. H. Nicholson. These, together with Z. Eliason and F. A. Nicholson, constitute the board of directors.

#### WEST VIRGINIA.

**Charleston—Oil Well.**—The Natural Gas Co. is drilling for oil.

**Charleston—Coal Plant.**—The Eggett Co. noted last week is to be known as the West Virginia Eggett Co., and Col. Eugene Dana, J. H. Grasscup and other coal-mine owners in the Kanawha valley are interested. Their purpose is to secure the membership of all or nearly all the leading coal producers and erect a plant at a central point and use the slack coal now thrown away in the manufacture of fuel. The slack is to be ground to powder and compressed into lumps.

**Dobbin—Timber Land.**—The J. L. Rumbarger Lumber Co. will construct railway to open up a large tract of timber land.

**Dunlow—Coal Mine.**—The new coal mine will be opened by Henry Pirrung, of Ironton, Ohio; not pinning, as reported last week.

**Fairmont—Oil Wells.**—Chartered: The Marietta Oil Co. with a paid up capital of \$600,000, privilege of increasing to \$1,000,000; Marcus Marietta, of Connellsville, Pa.; J. A. Ginter, R. J. Robinson, John O'Hara, Thomas O'Hara and Samuel R. Hite, all of Fairmont, W. Va., are the incorporators.

**Grafton—Implement Works.**—George H. Smith, of Webster, proposes implement works for Grafton to make his patents.

**Graham—Oil Wells.**—A \$500,000 stock company has been organized at Princeton, W. Va., to drill for oil near Graham; J. A. Tiller is president and G. B. Sinclair, secretary.

**Parkersburg—Bridge.**—A company has been organized to build a foot bridge across the Kanawha river to cost between \$10,000 and \$15,000. The in-

corporators are W. Bently, Wm. Kirk, A. B. Chancellor, J. Henry Fischer and D. Lemley.

**Point Pleasant—Oil Wells.**—Col. Sehon is drilling for oil.

**Point Pleasant—Telephone System.**—D. S. Snyder is constructing a telephone system.

**Weston—Water Works.**—Blackmore & Co., of Fairmont, propose constructing water works with 100,000 gallon reservoir, etc.

**Windom—Coal Mines.**—The Piedmont Big Vein Coal Co. has been organized to open mines, and M. Hoban, of Westernport, Md., is president; Jos. T. Laughlin, of Windom, secretary-treasurer, and W. T. Blackiston, of Elk Garden, superintendent.

#### BURNED.

**Baltimore, Md.**—Startzman & O'Connor's harness factory; damage to stock and machinery \$10,000.

**Cochran, Ga.**—Tom Horn's saw mill; loss \$2,000.

**Hagerstown, Md.**—The Hagerstown Furniture Works; loss \$15,000.

**Homestead, Md.**—John Kampe's feed-cutting factory; loss \$25,000.

**Martinsville, Va.**—Flour mills owned by R. J. Reynolds, of Winston, N. C.

**New Orleans, La.**—Hugh McManus & Long's copper shop, etc.; loss \$9,000.

**Orange, Texas.**—L. Miller Shingle Co.'s machinery; loss \$15,000.

**Walkersville, Md.**—E. L. Cramer's creamery; loss \$3,000.

#### BUILDING NOTES.

**Atlanta, Ga.**—Depot.—The Atlanta Consolidated Street Railway Co. will build a depot.

**Baltimore, Md.**—Warehouse.—Chas. E. Carsell is preparing plans for a seven story warehouse 58x100 feet, to have steam heat, electric lights, passenger and freight elevators, etc.; Joseph M. Cone, owner.

**Baltimore, Md.**—Dwellings.—Permit issued to A. L. Gorter for three three-story buildings and to R. D. Baldwin for seven three story buildings.

**Baltimore, Md.**—Dwellings.—Building permits issued to Dr. W. W. Sprigg for a brick and stone dwelling, \$10,000; Tyssowski Brothers to improve store, \$2,000; G. N. Saegmueller to improve dwelling, \$2,000.

**Baltimore, Md.**—Hotel.—Guy's Hotel will be enlarged; Thos. Boylan, manager.

**Chattanooga, Tenn.**—Hotel.—R. B. Henderson contemplates building a hotel.

**Demopolis, Ala.**—Hotel, etc.—Jno. C. Webb will build a three story building for hotel, etc.

**El Paso, Texas.**—Hotel.—A movement is afoot to build a big hotel. Capt. Chas. Davis is interested.

**Gadsden, Ala.**—Courthouse.—Awarding of contract for new courthouse has been deferred until next month. Address the Cherokee county commissioners.

**Grafton, W. Va.**—Office Building.—Dr. A. M. Jarret will erect an office building, four stories, with steam heat, etc.

**Glenn Springs, S. C.**—Hotel.—Simpson Bros. think of building hotel addition.

**Greenville, Miss.**—Warehouse.—Joshua Skinner will probably build a cotton warehouse.

**Houston, Texas.**—School.—Contract for \$6,000 addition to school let to A. C. Morin.

**Houston, Texas.**—Contract for building the Houston Gas Light Co.'s new building let to W. R. Grimes.

**Jackson, Ga.**—Courthouse.—The grand jury recommends the building of a new courthouse to cost \$15,000.

**Jacksonville, Fla.**—Warehouse.—The Nassau & Jacksonville Steamship Co. is reported as to build a warehouse.

**Kansas City, Mo.**—Dwellings.—Contract for a five-story brick block, to be built by Geo. Brooks and A. H. Grubb, has been let to Thomas Wilson; Shepard & Farrar, architects; cost \$34,000.

**Knoxville, Tenn.**—Residence.—M. S. Little is building a \$10,000 residence.

**La Fayette, Ga.**—Warehouse.—Eady, Baker & Co. are building a warehouse.

**Lynchburg, Va.**—Dwelling.—R. C. Scott will erect a two story brick dwelling.

**Macon, Ga.**—Store.—Mrs. S. T. Coleman will erect a three story store building.

**Marlin, Texas.**—School.—The city will erect a \$10,000 school building. Address the mayor.

**New Orleans, La.**—Dwelling.—A. Billet will erect a \$3,250 dwelling.

**New Orleans, La.**—Dwellings.—Permits to R. H. A. Mooney for cottage to cost \$3,600; to Dr. A. L. Metz, two-story residence, \$7,120.

**New Orleans, La.**—Dwellings.—Building permits issued to Dr. H. A. Mooney for cottage to cost \$3,600; to Dr. A. L. Metz for two story residence to cost \$7,120.

**New Orleans, La.**—Cottages.—Building permits

to Geo. W. Cooper for a double cottage to cost \$2,800; to A. E. Nelson for a two-story dwelling to cost \$2,800.

**Newport, Ark.**—Warehouse.—A \$40,000 cotton warehouse is being built.

**Piedmont, W. Va.**—Residence.—F. W. Rose will build a residence.

**Rayne, La.**—Warehouse.—J. & B. Schutten, of New Orleans, have awarded contract for a 60x200-foot warehouse.

**Rock Hill, S. C.**—Dwellings.—J. H. W. Stevens, of Chester, has been awarded contract for building fifteen three-room tenement-houses.

**Sistersville, W. Va.**—Dwelling.—Sealed proposals will be received by L. A. Brennan until September 3 for the erection of a brick residence.

**St. Augustine, Fla.**—Hotel.—Contract for \$10,000 worth of improvements to the Plaza Hotel has been awarded to M. J. Varborough.

**St. Louis, Mo.**—Mercantile.—The Richardson Drug Co. will erect a large building.

**Swansboro, N. C.**—Hotel.—A company is being organized to build a \$5,000 hotel.

**Tifton, Ga.**—Hotel.—J. A. Sibley, J. D. Cunningham and others have incorporated the Hotel Triumph Co. to build the hotel lately reported; capital stock \$25,000.

**Victoria, Texas.**—Dwelling.—John Welder will build a \$25,000 residence.

**Washington, D. C.**—Dwellings.—Building permits issued to C. G. Porter, two-story frame dwelling to cost \$2,700; S. Benzeinger, to make general repairs, \$5,200.

**Washington, D. C.**—Dwellings.—Building permits issued to Mrs. Fannie Tree for three-story brick dwelling to cost \$8,000; Rev. Henry Hyvner, two-story and attic frame dwelling to cost \$4,500.

#### RAILROAD CONSTRUCTION.

##### Steam Railways.

**Abbeville, La.**—The Central Louisiana road, now under construction, will be seventy miles long, extending from Palmetto, on the Texas & Pacific system, to Washington, Church Point and Crowley, terminating at Vermilion bay. H. Storey is president of the company; H. Barousse, secretary, and R. F. Bradford, engineer.

**Baltimore, Md.**—The Shafer-Nichols-Watkins Co., of 11 Wall street, New York, have secured the sub contract to build the Columbia & Maryland electric road to Ellicott City and Catonsville. M. F. Talty, of 300 N street, Washington, will build the line from Washington to Hyattsville, six miles. E. D. Smith & Son are general contractors.

**Baltimore, Md.**—It is reported that the Baltimore & Ohio Railway Co. may accept the proposition of a Roanoke syndicate to lease a line to be built by the syndicate to Buchanan, Va., which would give the Baltimore & Ohio and Chesapeake & Ohio an entrance into Roanoke.

**Belton, Texas.**—George C. Pendleton, Silas Baggett and others have been elected directors of the Belton & Northern Company, which has \$250,000 capital.

**Brewton, Ala.**—U. Blackshear, J. J. Sullivan, David Blackshear and others have incorporated the Tensas & Monroeville Company to build a line in Baldwin, Escambia and Monroe counties.

**Bridgeport, Texas.**—It is reported that contracts have been signed for the extension of the Chicago, Rock Island & Texas system from Weatherford to Bridgeport.

**Cleveland, Texas.**—Business men are considering the building of a line from Cleveland to the rock quarries in San Jacinto county.

**Dallas, Texas.**—The Dallas Terminal Railroad Co. has begun work on its line, which is to be about sixteen miles long. Five miles are to be completed by October 20.

**Fort Smith, Ark.**—Chief Engineer Hinckley, of the Choctaw, Oklahoma & Gulf line, has made a preliminary survey of an extension from Wister Junction to Fort Smith. The road is completed and in operation between Colvin and Wister, ninety-three miles. Francis I. Gowen, of Philadelphia, is president of the company.

**Greensboro, N. C.**—J. T. Pruden has the contract for building a short branch of the Cape Fear & Yadkin Valley road to the Proximity Manufacturing Co.'s cotton-mill site.

**Gulfport, Miss.**—S. S. B. Oleland, of New York, has signed a contract to build and complete the Gulf & Ship Island road from the gulf to Hattiesburg, Miss., by November, 1896. He has given Receiver T. J. Stewart a \$37,000 bond to carry out the work. [The road is completed for twenty miles from Gulfport. About fifty miles of track-laying will be required.—Ed.]

**Holden, Mo.**—The work of constructing the 35-mile branch of the Missouri, Kansas & Texas to Holden has begun.

**Houston, Texas.**—A company is to be formed to build a railroad from Houston along the gulf coast to Brownsville. J. P. Christy is now making surveys for the line. A meeting in the interest of the project is to be held at Corpus Christi on September 11.

**Ironton, Mo.**—It is reported that A. W. Hester, representing the Missouri Construction Co., has secured the contract for building the Chester, Farmington & Western from Ironton to a point on the Mississippi river at Clearyville, Mo.

**Kingwood, W. Va.**—The work of changing the Tunnelton, Kingwood & Fairchance road to standard gage has begun. It is expected to complete operations by September 15. George C. Sturgiss is president.

**McDonough, Ga.**—It is stated that Engineer W. S. Greene, of Columbus, Ga., is surveying an extension of the Georgia Midland & Gulf road from McDonough to Atlanta. J. H. Flournoy, at Columbus, is vice president. The extension would be twenty-five miles long.

**Midland, La.**—The Southern Pacific Company is building a branch about twelve miles long from Midland to the Vermillion Canal.

**Mobile, Ala.**—Another survey has been made of the Mobile, Jackson & Kansas City road between Hattiesburg, Miss., and Jackson. R. F. Ezzell is engineer.

**New Iberia, La.**—The Southern Pacific Company is laying a second track to Morgan City, twenty-five miles.

**New Orleans, La.**—About four miles of the New Orleans & Western are graded, and it is expected to complete the line from Battleground plantation to Avondale by November 1. C. A. Andrews, the contractor, has about 1,000 men at work.

**Pine Bluff, Ark.**—A company, which includes S. Massey, of San Antonio, Texas, the railroad promoter, is having surveys made for a road from Pine Bluff to a connection with the Iron Mountain system at Malvern, Ark., forty-six miles. Its estimated cost is \$750,000.

**Prattville, Ala.**—About four miles of the Montgomery & Prattville branch of the Louisville & Nashville system have been completed.

**Queenstown, Md.**—W. C. Merritt, of Easton, Pa., contractor for the first section of the Queenstown & Rehoboth Beach Railroad, advises the MANUFACTURERS' RECORD that the rails have been purchased for twenty miles of the line.

**Siloam Springs, Ark.**—The Kansas City, Pittsburg & Gulf is completed to a point twenty-two miles south of Siloam Springs, and a bridge is being constructed across the Arkansas river.

**Timpson, Texas.**—T. S. Garrison, of the Timpson Lumber Co., and others have decided to build six miles of standard-gage road from Timpson to Bell's Bridge. Surveys have been made. Citizens of Timpson have promised \$5,000 for the enterprise.

**Victoria, Texas.**—W. F. Weimer, of Philadelphia, and F. B. Hubbell, of Texarkana, Texas, have been elected directors of the Pan-American Railway Co. It is reported that construction work on this line is to be resumed. The following officers of the company have been elected: F. B. Hubbell, president; B. E. Orr, vice-president; J. M. Brownson, treasurer; George Vineyard, secretary, and J. B. Wells, counsel.

**Winston, N. C.**—The Winston-Salem Chamber of Commerce will try to induce the Southern Railway Co. to complete the thirty miles of unfinished line between Mocksville and Mooresville.

##### Electric Railways.

**Baltimore, Md.**—H. C. Ridgely and others are interested in a scheme to build a trolley line from Powhatan to Harrisonville, in the western suburbs, to connect with the Baltimore Traction Co.'s system.

**Dallas, Texas.**—E. L. Wood, C. B. Gillespie and others are forming a company to build an electric line to Oak Lawn in the suburbs.

**Fairfield, Ky.**—James McKenna has been appointed treasurer of the organization promoting the electric line from Louisville to Fairfield. Twenty per cent. of the necessary stock has been taken.

**Frederick, Md.**—The directors of the proposed Frederick & Middletown electric line have ordered a final survey to be made of the route.

**Kirksville, Mo.**—S. M. Pickler and T. J. Dockery are endeavoring to secure a franchise to build an electric railway in Kirksville.

**Knoxville, Tenn.**—The charter granted the Citizens' Street Railway Co. provides that it must construct five miles of line by November 1, 1896. T. rails will be used. W. G. McDoo is president of the company.

**Macon, Ga.**—The Macon & Indian Spring Electric Railway Co. advises the MANUFACTURERS' RECORD that the extension now under construction is one and a-quarter miles.

**Manchester, Va.**—John Robertson has secured a franchise to build an electric road from Manchester to Petersburg, about twenty miles.

**Portsmouth, Va.**—The Portsmouth Street Railway Co. has begun the construction of its trolley system. Charles L. Davis is engineer.

**Richmond, Va.**—The Richmond Traction Co., it is stated, will use 95 pound steel rails for the electric road it proposes building on Broad street. They will be laid on oak ties. The line will be double track, with iron trolley poles. J. Skelton Williams is interested.

**Suffolk, Va.**—It is reported that Norfolk parties



are preparing to convert the horse-car line into a trolley road.

**Washington, D. C.**—The Washington, Alexandria & Mount Vernon Electric Co.'s branch to Arlington is completed and is being operated by animal-power. It will be operated by electric motors eventually.

**Washington, D. C.**—J. P. Clark and Stilson Hutchins, directors of the Washington & Great Falls Company, have negotiated the sale of \$500,000 in 6 per cent. bonds to pay for completing the trolley line to the Great Falls of the Potomac.

### Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

**Belting.**—Allen W. Jones, Midville, Ga., wants to buy heavy belting.

**Boiler.**—Proposals will be received until September 4 for water-tube steam boiler for House wing, United States Capitol; general description and other information will be furnished on application. Address Edward Clark, architect, United States Capitol, Washington, D. C.

**Boiler and Engine.**—The Montgomery Cotton Mills Co., Montgomery, Ala., wants bids on power plant of 100 horse-power boiler, 250 horse-power slow-speed Corliss engine, an electric-light machine with one incandescent generator capable of supplying current of 500 lamps, with wire, insulators, arresters, switchboard, etc.

**Boilers, Engine, etc.**—The Cora Manufacturing Co., Haw River, N. C., will want engine, boilers and shafting next spring.

**Canning Machinery.**—W. H. Garrett, Mobile, Ala., wants full particulars regarding canning of oysters in glass packages, canning of vegetables, etc.; give estimates of outfit, etc., cost of cans, labor, etc.

**Corn Mills, etc.**—Allen W. Jones, Midville, Ga., wants to buy three corn mills, shafting, pulleys, corn sheller, etc. (water-power).

**Cotton Compresses.**—R. C. Cooley, Jacksonville, Fla., wants to correspond with builders of compresses.

**Cotton Mill.**—The Henderson Cotton Mills will arrange for machinery about September 20. Address E. G. Davis, secretary, Henderson, N. C.

**Crane.**—Bids wanted until September 6 for 20-ton electric traveling crane. Address E. S. Foster, secretary public improvement board, St. Louis, Mo.

**Dredging.**—Will ask for bids shortly on about sixty-four miles of canals. Companies wishing to bid address W. W. Russell, P. O. Box 399, Orlando, Fla., or to A. O. Russell, care of United States Printing Co., Cincinnati, Ohio.

**Drill Press, etc.**—Wanted, one anvil, four-and-a-half-inch face; two vises and one drill press. Address B 688, Sun Office, Baltimore, Md.

**Electric-light Plant.**—See "boiler and engine."

**Flour-mill Machinery.**—A. Allred & Son, Mt. Airy, N. C., will buy one pair of 42 inch wheat burrs, good second-hand, elevators, belts, buckets, bolting cloth, etc.

**Laundry Machinery.**—B. P. Richards, Gainesville, Fla., wants to correspond with laundry-machinery makers.

**Locomotive.**—Alex. McClintock & Son, Lexington, Ky., will soon need an 8 to 10-ton saddle-tank locomotive.

**Locomotive.**—The Corona Coal & Coke Co., Birmingham, Ala., wants a three foot gauge second-hand locomotive, eight to twelve tons.

**Oil Mill.**—B. P. Richards, Gainesville, Fla., wants information relative to manufacturing castor oil.

**Paper.**—The Parchment Cigar Bag Co., Alexandria, Va., wants correspondence with manufacturers of roller flat manilla paper and colored stock.

**Pipe Covering, etc.**—Jno. R. Magee, Richmond, Va., wants to correspond with manufacturers of asbestos cement and pipe covering.

**Rails.**—The Providence Lumber Co., Lake Providence, La., wants seven miles of 20 to 30-pound second-hand rails in good condition.

**Railway Equipment.**—W. C. Merritt, Easton, Pa., wants fastenings and ties for rails.

**Reservoir.**—Bids wanted for reservoir at Bristol, Va., by J. A. Stone, city clerk.

**Roofing.**—H. A. Crenshaw, Louisburg, N. C., wants slate for roofing.

**Sacks.**—L. H. Battle, Charlotte, N. C., wants prices on flour and meal sacks.

**Sander.**—The Blacksburg Furniture Co., Blacksburg, S. C. wants a sander.

**Sewer Construction.**—Sealed proposals will be received for the laying of twenty-two miles of sanitary sewers. All information can be obtained from L. deV. Chaudron, city clerk, Mobile, Ala.

**Telephone Equipment.**—The Jefferson Telephone Co., Jefferson, Ga., will buy equipment.

**Tiling Machinery.**—The Emory Brick Co., Harri-man, Tenn., will want drain-tile machinery for next year.

**Water Works.**—H. A. Crenshaw, Louisburg, N. C., wants piping, pumps, etc., for small water supply.

**Water Motor.**—Wanted, one-half horse-power water motor, cheap; name price. Address Water Motor 242, Sun Office, Baltimore, Md.

**Weaving Machinery.**—W. H. Langley, Anniston, Ala., wants looms for weaving rag carpets.

**Wire-mattress Machinery.**—C. W. O. Behne, Defiance, Ohio, wants addresses of manufacturers of machinery for weaving wire fabric for mattresses.

### TRADE NOTES.

THE Quinebaug Co., of Danielsonville, Conn., has placed an order for drawing frames with the Pettie Machine Works, Newton Upper Falls, Mass.

THE McConnell Asbestos Co., Limited, Pittsburgh, Pa., is furnishing asbestos cloth for a fire-proof curtain to be used as a partition in the woman's building at the Atlanta Exposition.

AMONG recent foreign sales made by Chas. A. Schieren & Co., of New York, Boston, Philadelphia and Chicago, is an order for three 26 inch double-perforated electric belts 105 feet long each for an electrical plant at Rouen, France.

MESSRS. JOHN TRAINER & CO., contractors for removing the buildings from the site of the Baltimore courthouse, offer for sale at one-tenth of its real value the building formerly occupied by the Court of Record. This is built of granite, has a copper roof and is fire-proof. It is especially adapted for a county courthouse, a jail or a bank. This is a rare chance to secure such a structure for a small sum. Address the above firm at Baltimore.

THE Union Drawn Steel Co., Beaver Falls, Pa., is erecting two new buildings 50x100 feet each. When completed and with the new machinery to be installed, this company will have a yearly output of cold finished steel of 15,000 tons. The added capacity is necessitated by the fact of the company being unable to take care of valuable business which has been offered, and also by the inability to fill many orders as rapidly as necessary, or as promptly as has been the usual custom.

THE new mills of the Grand Rapids Pulp & Paper Co. at Bearin, on the Wisconsin river, are being rapidly pushed forward. The company is constructing a dam, excavating a large mill pit from solid rock and erecting large substantial brick buildings. It has contracted with the James Leffel & Co., of Springfield, Ohio, for fifteen large Samson turbine water wheels, which will be in position in November. All the work is being done upon the most approved plan and is of the most substantial character.

THE Monroe Screen, Blind & Partition Co. is a new concern at Lima, Ohio. It was formed by W. H. C. Monroe and G. K. Monroe, well known through their connection with the Monroe Manufacturing & Lumber Co. With an experience of over ten years, the Messrs. Monroe have a thorough knowledge of the manufacture of a high grade of goods. Sliding blinds, venetian blinds, screens and rolling partitions will be the specialties of this new concern. With ample facilities to turn out these products, the company will no doubt soon have a patronage which the ability of its managers well merits.

PROBABLY in no class of buildings is an efficient heating and ventilating plant more appreciated than in a theatre, especially the feature of pure air kept always at the right degree for comfort. An example of such an installation is referred to in a letter sent the Buffalo Forge Co., of Buffalo, N. Y., by John J. Nolan, manager of the Baltimore Music Hall. This letter is as follows: "It may interest you to know that the Music Hall of Baltimore enjoys the distinction of being one of the largest, finest and best appointed concert auditoriums in the world. In one respect it excels any public building in this country, and that as regards its heating and ventilating system, and the plant which your company furnished for this purpose has been pre-eminently satisfactory and has contributed in no small degree to the luxurious and comfortable air temperature which is always maintained in every auditorium and apartment in our spacious building."

### New Baltimore Association.

The Mutual Protective Building and Loan Association of Baltimore has been incorporated by William H. Crim, James H. Parrish, Samuel H. Shriver, C. Brosius Reed, James H. Copeland, John J. Hurst, Edson M. Schryver, James M. Schryver and Arthur Miller Easter. The capital stock is placed \$10,000,000, divided into 100,000 shares of \$100 each. This association has been organized by some of the best known business and professional men of Baltimore, who intend to conduct it on a broad basis, as is indicated by the amount of capital stock. The incorporators are all men of unquestioned standing, and it is to be expected that they will make the enterprise a great success, as well as one of the prominent financial institutions of the city.

### Last Chance of the Season—\$4 to Seashore via Pennsylvania Railroad.

Friday and Saturday next the Pennsylvania Railroad will sell round-trip excursion tickets to Atlantic City, Cape May or Sea Isle City for trains leaving Union Station 10.55 A. M. and 12.05 noon at rate of \$4 for the round trip. Tickets valid for return on all regular trains until Tuesday, September 3, inclusive.

THE *Southern States* magazine is read by thousands of farmers, fruit-growers, stock-raisers and business men in all the North, West and Northwest, who are looking to the South as a future home and are trying to inform themselves as to the relative advantages of different parts of the South. If you have farm, garden or orchard property for sale the *Southern States* will put you into communication with buyers. Send for sample copy and rates. Manufacturers' Record Publishing Co., Baltimore, Md.; Wm. H. Edmonds, editor and manager.

### Summer Vacation Tours.

The Baltimore & Ohio Railroad Co. now has on sale at all its offices east of the Ohio river a full line of tourist excursion tickets to all the lake, mountain and seashore resorts in the Eastern and Northern States, and in Canada. These tickets are valid for return journey until October 31. Before deciding upon your summer outing it would be well to consult the B. & O. book of "Routes and Rates for Summer Tours." All B. & O. ticket agents at principal points have them, and they will be sent postpaid upon receipt of ten cents by Chas. O. Scull, general passenger agent, B. & O. R. R., Baltimore, Md.

THE water route of the Norwich Line between Boston and New York is entirely within Long Island Sound, thus avoiding the rough water and seasickness incidental to "outside" lines. The dining saloon on these steamers is on the upper deck, insuring plenty of light and air. The staterooms are \$1 and \$2, according to size and location, and accommodate two or more persons. Always ask for tickets via this line at all the principal ticket offices in Philadelphia, Washington, Baltimore, Harrisburg and all points West and South. Passengers for Boston and the East can avoid the inconvenience of carriage transportation in New York, as steamers leave the pier adjoining the Pennsylvania Railroad ferry, foot of Desbrosses street.

### NIAGARA FALLS.

#### \$10 Tours via Pennsylvania Railroad.

The next of the series of personally-conducted tours to Niagara Falls via Pennsylvania Railroad will be run on Saturday, September 7.

The rate for round-trip tickets, good for ten days, is \$10 from Baltimore; proportionate rates from other points.

A special train of Pullman parlor cars and day coaches will be run, leaving Union Station 8.15 A. M., and a tourist agent and chaperon will accompany the tour.

The tickets will permit of stop off at Watkins and Rochester in each direction, and at Buffalo on the return trip.

A special attraction for participants in this tour will be Canada's Grand Industrial Fair, which is to be held at Toronto, Ont., from September 2 to 14. Tourists will be granted reduced rates between Niagara Falls and Toronto in order to avail themselves of the opportunity of visiting this great exposition.

For parlor-car accommodations application should be made to ticket agents, city office, Northeast corner Baltimore and Calvert streets, Union and Calvert Stations. †

### TABLE OF CONTENTS.

EDITORIAL	Page.
Developing the South's Foreign Trade.....	69
Wake Up.....	69
Will Values Advance?.....	69
Less Cotton, More Corn.....	69
The Production of Wealth and Distribution of Money.....	70
They Want to Know About the South.....	70
Alabama Iron for Pennsylvania.....	70
An American Canal.....	70
Views of Mr. Atkinson.....	71
An Attractive Region.....	71
General Notes.....	72
RAILROAD NEWS:	
Huntington in the Southwest.....	72
Important Project.....	72
Big Freight Offered.....	72
From Queenstown to the Atlantic.....	72
Fast Time on the Coast Line.....	72
Georgia Central to Be Sold.....	72
Railroads in 1894.....	72
Iron Furnaces in Blast.....	72
New Steamers.....	72
Southern's Annual Report.....	73
Southern's Earnings Increase.....	73
To Be Extended.....	73
Railroad Notes.....	73
FINANCIAL NEWS:	
Chicago Money in the South.....	73
New Corporations.....	73
New Securities.....	73
Interest and Dividends.....	73
Financial Notes.....	73
Facts About Norfolk.....	73
TEXTILES:	
Textile Notes.....	74
Cotton Mills and Gold Mines.....	74
COTTONSEED OIL:	
The Market for Cottonseed Products.....	74
Cottonseed-Oil Notes.....	74
PHOSPHATES:	
Projected Fertilizer Works.....	75
Phosphate Markets.....	75
Phosphate and Fertilizer Notes.....	75
Iron Markets.....	75
What Investors Think.....	75
Mining Fuller's Earth.....	75
Canning Factory Wanted.....	75
To Store Oil at Wilmington.....	75
Baltimore Capital in Arkansas.....	75
Opening of the Tobacco Season.....	75
MECHANICAL:	
New 40-Inch Geared Engine Lathe (illus.).....	76
The Wheelless Motor Car (illus.).....	77
"Blakeslee" Veneer Cutting Machine (illus.).....	77
Aransas Pass Directors Elected.....	77
LUMBER:	
Lumber Market Reviews:	
Baltimore.....	78
Charleston.....	78
Savannah.....	78
Pensacola.....	78
St. Louis.....	78
Mobile.....	78
Beaumont.....	78
Lumber Notes.....	79
Working for the South.....	79
Trade Notes.....	79, 82
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	80
Building Notes.....	81
Railroad Construction.....	81
Machinery Wanted.....	82
New Baltimore Association.....	82
<b>\$4 Excursion to Seashore, Fridays and Saturdays, via Pennsylvania Railroad.</b>	
On every Friday and Saturday until August 31, inclusive, the Pennsylvania Railroad Co. will sell at their Baltimore ticket offices excursion tickets to Atlantic City, Cape May or Sea Isle City, valid for going trip on trains leaving Union Station 10.55 A. M. and 12.05 noon, and good for return passage until following Tuesday, inclusive, at the rate of \$4 for the round trip. †	
<b>G. A. R. National Encampment, Louisville, Ky.—Reduced Rates via B. &amp; O.</b>	
The B. & O. R. R. Co. will sell excursion tickets to Louisville and return at all ticket stations on its lines east of the Ohio river at rate of one cent per mile, each way, for the round trip, for all trains September 7 to 10, inclusive, valid for return journey until October 6, inclusive. Tickets will also be placed on sale via B. & O. at offices of all connecting lines. Stop-overs will be allowed on the return trip. Veterans will bear in mind that all B. & O. trains run via Washington and Harper's Ferry. †	



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